

DOMINION OF CANADA

REPORT

OF THE

DEPARTMENT OF TRADE AND COMMERCE

PART V---GRAIN STATISTICS

For the Fiscal Year ended March 31, 1914

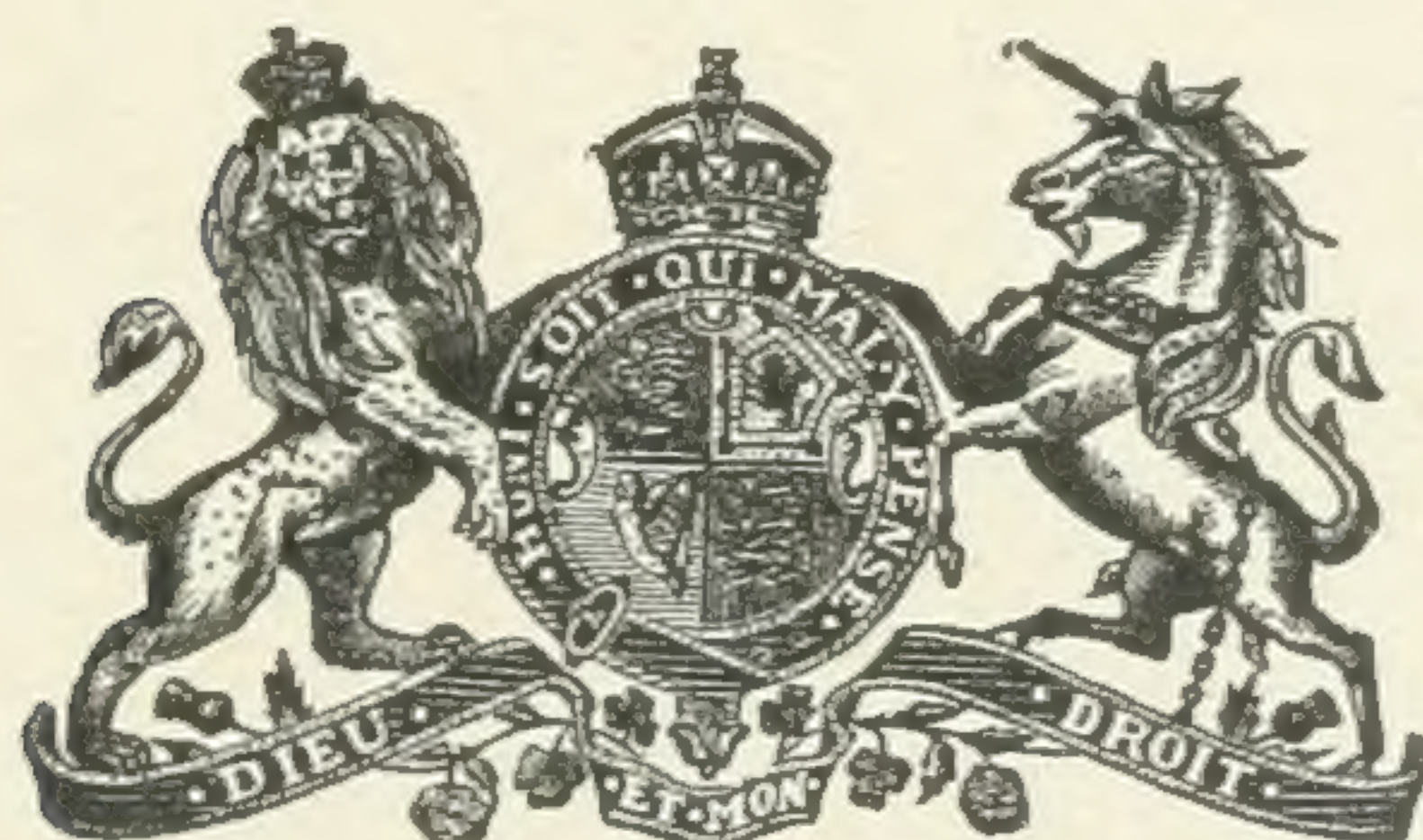
The Crop Year ended August 31, 1914, and the

Season of Navigation ended December 10, 1914

AND

REPORT OF THE BOARD OF GRAIN COMMISSIONERS

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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EXCELLENT MAJESTY

1915

[No. 10d.—1915.]—A.

FORT WILLIAM, ONT., December 9, 1914.

Hon. Sir GEORGE E. FOSTER, K.C.M.G.,
Minister of Trade and Commerce,
Ottawa, Ont.

SIR,—We have the honour to submit the following report as required by Section 14, Chapter 2, George V, “An Act respecting grain.”

We have the honour to be, sir,

Your obedient servants,

ROBERT MAGILL,
Chief Grain Commissioner.

W. D. STAPLES,
Grain Commissioner.

J. P. JONES,
Grain Commissioner.

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CHAPTER 1.

EXAMINERS, STANDARD AND SURVEY BOARDS.

1. BOARD OF GRAIN EXAMINERS.
2. GRAIN STANDARDS BOARDS.
3. GRAIN SURVEY BOARDS.

PART I.—BOARDS OF GRAIN EXAMINERS.

1. *Western*.—N. Bawlf,

W. L. Parrish,

A. R. Hargraft,

G. V. Hastings,

S. Spink,

Prof. S. A. Bedford,

Prof. J. Bracken, Saskatoon,

C. N. Bell, secretary.

2. *Toronto*.—John Carrick,

Thos. Flynn,

A. O. Hogg,

W. D. Matthews,

C. B. Watts,

F. G. Morley, secretary.

3. *Montreal*.—A. G. Burton,

Jas. Carruthers,

C. S. Esdaile,

E. S. Jaques,

Adam G. Thompson,

J. S. Cook, secretary.

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REPORT OF THE WESTERN BOARD OF EXAMINERS.

WINNIPEG, MAN., April 7, 1914.

C. BIRKETT, Esq.,
Secretary, Board of Grain Commissioners,
Fort William, Ont.

DEAR SIR,—I beg to inform you that according to your instructions the Board of Grain Examiners held examinations at Winnipeg and Fort William of 66 applicants for certificates of qualification to act as inspectors and deputy inspectors of grain. The examinations and reading of papers occupying a period from March 16 to April 3.

Messrs. S. Spink, W. L. Parrish, and N. Bawlf conducted the examination at Winnipeg, and Messrs. W. L. Parrish and Geo. Serls, Chief Grain Inspector, conducted the examination at Fort William.

The examination was based on 100 samples of various grades and descriptions of grain, one mark being allowed for each correct answer to these questions, so that the maximum marks obtainable were 100, of which the Board of Examiners decided 75 per cent must be obtained by the candidate to secure a certificate as deputy inspector, and 85 per cent must be secured for an inspector's certificate.

The examination of candidates was held in Winnipeg on March 16 to 20, and at Fort William from March 24 to 27. Forty-three candidates presented themselves for examination at Winnipeg, of which 8 qualified to receive an inspector's certificate and 22 qualified to receive a deputy inspector's certificate. At Fort William 23 candidates presented themselves, 10 of whom qualified to receive a deputy inspector's certificate. I give you below the following names of the candidates who successfully passed the examinations, 8 of whom you will notice as inspectors:—

Inspectors—

William James Beck, Winnipeg.
James Cuddy, Winnipeg.
Frederick Neve, Winnipeg.
Stanley Thompson, Winnipeg.
John Watson, Winnipeg.
Harry White, Winnipeg.
Thomas W. Young, Winnipeg.
William James Crawford, Superior, Wis.

Deputy Inspectors—

David Miller Allan, Winnipeg.
Bernard Ramsay Armitage, Winnipeg.
John Carruthers, Winnipeg.
John H. Casford, Winnipeg.
William Chivers, Winnipeg.
Arthur F. Dollery, Winnipeg.
Agustus E. Elliston, Winnipeg.
Charles Hamilton, Winnipeg.
Walter Lamond, Winnipeg.
Joseph Learmonth, Winnipeg.
Edward H. Lacey, Winnipeg.
John Roderick Morrison, Winnipeg.

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Deputy Inspectors.—Continued.

John L. McLennan, Winnipeg.
 John McMurdo, Winnipeg.
 Edwin Poulin, Vancouver.
 Thomas Spratt, Winnipeg.
 Herbert H. Slater, Winnipeg.
 Frederick G. Stevens, Winnipeg.
 Hubert Shore, Winnipeg.
 Walter Tort, Winnipeg.
 Thomas Henry Wren, Winnipeg.
 Ben. Wilkinson, Winnipeg.

Deputy Inspectors—

Joseph W. Andrews, Fort William.
 Ernest E. Back, Fort William.
 William Kirkpatrick, Fort William.
 Michael Mallon, Fort William.
 William McKay, Fort William.
 Edward Wm. Reid, Fort William.
 George W. Richardson, Fort William.
 Donald Ross, Fort William.
 W. J. Whelan, Fort William.
 George H. Whiteside, Fort William.

(Sgd.) C. N. BELL,
Secretary.

The Board of Grain Examiners for the Eastern Division did not meet during the year ended August 31, 1914.

PART II.—THE GRAIN STANDARDS BOARDS.

1. *Western*—

Peter Ferguson, Tate, Sask.
 E. J. Phin, Moosomin, Sask.
 Christian Johnson, Baldur, Man.
 Jas. Riddell, Rosebank, Man.
 D. W. McCuaig, Portage la Prairie, Man.
 Hon. W. R. Motherwell, Regina, Sask.
 J. W. Scallion, Virden, Man.
 F. W. Sirrett, Minnedosa, Man.
 Wm. Lothian, Pipestone, Man.
 K. Campbell, Brandon, Man.
 Senator F. H. Young, Killarney, Man.
 S. Spink, Winnipeg, Man.
 W. A. Matheson, Winnipeg, Man.
 Geo. McCulloch, Souris, Man.
 W. A. Black, Montreal, Que.
 T. W. Lines, Strathcona, Alta.
 G. R. Crowe, Chairman, Winnipeg, Man.
 Thos. A. Crane, Montreal, Que.
 A. R. Hargraft, Winnipeg, Man.
 M. McLaughlin, Toronto, Ont.

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1. *Western*—Continued.

W. H. Fairfield, Lethbridge, Alta.
 C. B. Watts, Toronto, Ont.
 John I. McFarland, Strathcona, Alta.
 Wm. Carson, Calgary, Alta.
 D. Horn, Winnipeg, Man.
 T. A. Crearer, Winnipeg, Man.
 O. N. Bell, secretary, Winnipeg.

2. *Eastern*—

Toronto—

C. W. Band,
 Murray Brown,
 John Carrick,
 Thos. Flynn,
 F. W. Hay,
 A. O. Hogg,
 W. D. Matthews,
 J. T. Melady,
 H. L. Rice,
 C. B. Watts,
 D. B. Wood,
 F. G. Morley, secretary.

Montreal—

H. D. Dwyer,
 Jos. Quintal,
 A. P. Stewart,
 Adam G. Thomson,
 Norman Wight,
 J. S. Cook, secretary.

REPORT OF THE WESTERN STANDARDS BOARD FOR 1913.

SECRETARY'S OFFICE,

WINNIPEG, MAN., November 10, 1913.

The Board of Grain Commissioners,
 Fort William, Ont.

DEAR SIRS,—While Messrs. J. P. Jones and W. D. Staples were present at the meetings of the Western Grain Standards Board on the 28th and 29th October, I now beg formally to inform your commission that at such meetings of the Standards Board standard samples for the commercial grades of Nos. 4, 5, and 6 wheat were selected and confirmed; also, by resolution, the inspector was authorized to grade, in his discretion, wheat as “feed wheat” which was not good enough to grade as No. 6. Also, a resolution was passed that “feed barley” shall include all damaged barley weighing less than 42 pounds to the bushel, in the discretion of the inspector.

The following members of the Standards Board were present and took part in the proceedings:—

Messrs. G. R. Crowe (chairman), W. A. Matheson, K. Campbell, Hon. F. Young, A. R. Hargraft, D. Horn, William Carson, C. B. Watts, Peter Ferguson, T. A. Crearer, William Lothian, C. Johnson, James Riddell, M. McLaughlin, W. F. Sirrett, D. W.

SESSIONAL PAPER No. 10d

McCuaig, C. N. Bell, secretary. There were also present Grain Commissioners J. P. Jones and W. D. Staples, with George Serls, Acting Chief Grain Inspector, and Fred. Symes, Grain Inspector, Fort William.

In connection with the correspondence between the Liverpool and London Corn Exchanges, the Minister of Trade and Commerce, Ottawa, your Board of Grain Commissioners, and the Winnipeg Grain Exchange regarding the standardization of commercial grades of grain, the Standards Board gave very serious consideration to the question, finally passing by unanimous vote the following resolution:—

“Whereas commercial standards were made for the express purpose of enabling the producer who may have been unfortunate enough to raise grain which could not be graded under the regular grades, to market his crop;

“And whereas the commercial standards, as fixed in the past, have enabled that portion of the crop which suffered from unfavourable climatic conditions to be sold more nearly at its milling value than it otherwise would have been;

“And whereas the Standards Board has for many years made standards which enabled the crop to be handled rapidly to the satisfaction of both the producer and the handler;

“And whereas, owing to the varying climatic conditions under which the grain crop of Western Canada is grown and harvested, no advance printed description of the commercial grades is possible;

“Therefore be it resolved, that in the opinion of this Standards Board it is in the best interests of Western Canada to continue the method of making the standards for the commercial grades which worked so satisfactorily in the past.”

I beg to report that standard samples of all the grades of grain have, as usual, been forwarded by express, charges prepaid, to the inspectors in Canada and the grain exchanges of the United Kingdom.

Yours truly,

C. N. BELL,
Secretary.

WESTERN STANDARDS BOARD FOR 1914.

The meeting of the Western Grain Standards Board, called by the chairman at the request of the chief grain inspector, was on September 29, 1914, in the council room, Grain Exchange Building, Winnipeg, Man.

Present during different sessions of the board: G. R. Crowe (chairman), K. Campbell, C. B. Watts, J. W. Scallion, Wm. Lothian, Christian Johnson, Hon. W. R. Motherwell, R. J. Phin, W. H. Fairfield, T. A. Crane, Hon. F. M. Young, F. W. Sirrett, D. W. McCuaig, S. Spink, D. Horn, W. A. Matheson, T. A. Crerar, C. N. Bell, Secretary; Geo. Serls, Chief Grain Inspector; Fred. Symes, Grain Inspector, Fort William, and Messrs. W. D. Staples, Grain Commissioner, and C. Birkett, Secretary, Board of Grain Commissioners.

During the course of the morning and afternoon, standard samples for the commercial grades Nos. 4, 5, and 6 wheat were selected and adopted.

The following resolutions were carried by unanimous vote, viz.:—

“That all wheat not fit to be graded as No. 6 be graded ‘feed’ in the discretion of the inspector.

“That ‘feed barley’ shall include all damaged barley weighing less than 42 pounds to the bushel, in the discretion of the inspector.

“That a committee be appointed and is hereby appointed under the provisions of section 88 of the Canada Grain Act, to meet and select other commercial grades of grain should climatic or other conditions make such further selection necessary, the said committee to consist of Messrs. G. R. Crowe (chairman), S. Spink, W. A. Mathe-

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son, A. R. Hargraft, K. Campbell, D. W. McCuaig, James Riddell, T. A. Crerar, Hon. W. R. Motherwell, W. H. Fairfield, and Geo. Serls, Chief Grain Inspector."

The chairman brought before the meeting a communication from the Board of Grain Commissioners dated September 2, 1914, in which the commission brought to the attention of the Standards Board the following suggested definitions of Nos. 3 and 4 wheat, viz.:—

"No. 3 Manitoba Northern wheat shall be reasonably clean, of good milling quality, fit for warehousing, containing not less than 60 per cent of sound wheat of hard variety, and shall weigh not less than 56 pounds to the bushel.

"Any wheat not good enough to be graded No. 3 Manitoba Northern shall be graded No. 4 in the discretion of the inspector, provided that No. 4 shall contain not less than 40 per cent of sound grain."

The above correspondence and attached schedule were discussed at considerable length, when it was moved by Messrs. Motherwell and Sirrett—

"That this Western Grain Standards Board, having fully considered the letter from the Board of Grain Commissioners dated September 2, 1914, with attached suggested definitions of Nos. 3 and 4 wheat, find that in their opinion no good reason exists to make any such change as suggested in the correspondence, and this board recommends that the schedule of grades now contained in the Grain Act be not changed at this time."—Carried.

Mr. W. D. Staples brought before the board a matter upon which varying opinions exist, namely, whether or not the standard samples of commercial grades as selected by this board are to be taken as the minimum or an average of any particular grade, and also the point as to whether the samples sent out by the board or the chief grain inspector of any particular grade should be the minimum or average sample of such grade.

After full consideration had been given to the above matter and considerable discussion taken place thereon, it was moved by Messrs. Watts and Young—

"That in the opinion of this Western Grain Standards Board official samples of grain standards set by this board or standard samples of grain selected by the chief grain inspector which are now sent abroad must be considered as the minimum samples of their respective grades, and further that the distribution of such standard samples by this board or the chief grain inspector should be continued in the same manner as has prevailed in past years."

MONTREAL GRAIN STANDARDS BOARD.

The Grain Standards Board for the Montreal Division has not had occasion to establish any commercial grades of grain during the year ended August 31, 1914.

TORONTO GRAIN STANDARDS BOARD.

The Toronto Grain Standards Board held no sessions during the year ended August 31, 1914.

SESSIONAL PAPER No. 10d

PART III.—GRAIN SURVEY BOARDS.

1. *Winnipeg*—

C. N. Bell, secretary,
G. V. Hastings,
S. Spink,
G. R. Crowe,
D. D. Young,
W. W. McMillan,
S. A. McGaw,
N. Bawlf,
W. L. Parrish,
A. Reid,
W. H. McWilliams,
Thos. Thompson.

2. *Calgary*—

Wm. Carson,
Angus Robertson,
Arthur Pearson,
E. G. Munro,
C. M. Hall,
W. J. Tregillis,
E. J. Fream.
W. W. Cummings,
D. O. McHugh, secretary

3. *Toronto*—

C. W. Band,
Murray Brown,
John Carrick,
D. O. Ellis,
Thos. Flynn,
A. O. Hogg,
W. D. Matthews,
J. T. Melady,
H. Shaw,
C. B. Watts,
F. G. Morley, secretary.

4. *Montreal*—

C. B. Esdaile,
A. G. Burton,
Jas. Carruthers,
E. S. Jaques,
Jos. Quintal,
Adam G. Thomson,
J. S. Cook, secretary.

RULES AND REGULATIONS FOR THE CALGARY SURVEY BOARD.

1. Five (5) members shall constitute a quorum for any board meeting.
2. A chairman shall be elected by a majority vote at any meeting called for the purpose, and any person so elected as chairman shall hold office during the pleasure of the board. In the absence of the chairman from a meeting, any member may be chosen to preside at that meeting.
3. A secretary shall be elected by the board, subject to confirmation by the Minister of Trade and Commerce, but in case of emergency (owing to the absence or disability of the secretary) the chairman may appoint an acting secretary, who will *pro tem* perform all the duties of the secretary.
4. Meetings of the Survey Board shall be held at the call of the chairman or the written request of at least three members filed with the secretary. The secretary shall send a notice of every meeting to be held to each member of the board, such notice to be mailed or delivered in person at least twenty-four hours previous to such meeting.
5. It shall not be necessary for the full board to be called together on each occasion when a survey is demanded, but the secretary shall directly call on any three members in such order as the board may determine from time to time, and the survey shall be made by any three members so chosen, provided that no member shall be asked to survey grain in which he himself, or the company of which he is an employee, is interested.
6. The fee for each member acting on any survey, shall be one dollar (\$1) for each car or cargo as the case may be the grading of which is in dispute.
7. The salary of the secretary shall be \$25 per month.
8. In the case of any survey being held, the Survey Board may require the inspector or the deputy inspector, in charge of the inspection office at Calgary, to secure for use any samples of the grain in dispute drawn from the car or cargo, require the presence of the inspector or the deputy inspector, provided the attendance of such persons shall not interfere with the public service.
9. An application for a survey must be filed with the secretary, and such an application must state particulars as to the number of the car or name of the vessel containing the grain, the grading of which is in dispute, but the identity of the car shall not be revealed by the secretary of the Survey Board. The secretary shall obtain information as to the different parties interested in the grain under dispute.
10. Grain going through Winnipeg shall be inspected and surveyed at Winnipeg, and over such grain the Calgary Survey Board shall have no jurisdiction. The Calgary Survey Board shall have jurisdiction over grain—
 - (a) Going west of Calgary;
 - (b) Being consumed in Calgary;
 - (c) Going from Calgary to eastern points within Calgary Division.
11. The secretary of the Survey Board shall send a monthly report to the Board of Grain Commissioners at Fort William, showing the number of surveys held and the attendance at each meeting, and the results of each survey and all other details.
12. The members of the Survey Board and the secretary shall before acting as such take and subscribe an oath of office before a superior or a county court judge in the form, which oath shall be filed with the Board of Grain Commissioners.
13. These rules and regulations may be altered at any meeting called for the purpose by a majority of those present, but such alterations shall not take effect till approved by the Board of Grain Commissioners for Canada.

October 9, 1912.

SESSIONAL PAPER No. 10d

REPORT OF THE WINNIPEG SURVEY BOARD.

C. BIRKETT, Esq.,
 Secretary, Board of Grain Commissioners,
 Fort William, Ont.

DEAR SIR,—In response to your letter of the 26th inst., I give you herewith a detailed statement of the number of surveys held during the year ending August 31, 1914, namely:

Month.	No. of Surveys Held.	Changed Grading.
1913.		
September.....	11	2
October.....	22	2
November.....	38	2
December.....	41	7
1914.		
January.....	6	3
February.....	10	1
March.....	8	All confirmed Inspector's grading.
April.....	17	6
May.....	16	3
June.....	4	2
July.....	4	1
August.....	2	Both confirmed Inspector's grading.

Yours truly,

(Signed)

C. N. BELL,

Secretary.

REPORT OF THE CALGARY SURVEY BOARD.

C. BIRKETT, Esq.,
Secretary, Board of Grain Commissioners,
Fort William, Ont.

DEAR SIR,—In answer to yours of October 26, I beg to submit the following report of the Calgary Survey Board for year ending August 31, 1914:

Month.	Car Surveyed	Grade Raised.	Grade Sustained	Grade Lowered
September.....	7	.....	5	2
October.....	4	1	3	.....
November.....	10	1	7	2
December.....	18	5	10	3
January.. ..	6	2	2	2
February.....	.....	.....	.....	.....
March.....	3	.....	3	.....
April.....	1	.....	1	.....
May.....	.....	.....	.....	.....
June.....	2	1	1	.....
July.....	1	.....	1	.....
August.....	1	.....	1	.....
	53	10	34	9

Yours respectfully,

D. O. McHUGH,
Secretary.

SESSIONAL PAPER No. 10d

REPORT of Toronto Survey Board for year ending August 31, 1914.

Date.	Car No.	Grain.	Inspector's Grade.	Survey Board's Decision.
1913.				
Oct. 7.....	207954—CP....	Oats..... (Inspector's grading rejected.)	Rejected Oats....	No. 3 Oats.
Oct. 9.....	97020—CP....	Wheat..... (Inspector's grading sustained.)	Rejected Wheat...	Rejected Wheat.
Oct. 9.....	30555—MC....	Oats..... (Inspector's grading rejected.)	Rejected Oats....	No. 3 Oats.
Dec. 24.....	35572.....	Oats.....	No. 3 W. Oats....	No. 2 Oats.
" 24.....	92621.....	Oats.....	No. 3 W. Oats....	No. 2 Oats.
" 24.....	35121.....	Oats..... (Inspector's grading rejected.)	No. 3 W. Oats....	No. 2 Oats.
Dec. 24.....	22047.....	Oats..... (Inspector's grading sustained.)	No. 3 W. Oats....	No. 3 Oats.
1914.				
April 11.....	16091—GT....	Barley..... (Inspector's grading rejected.)	Rejected Barley..	No. 3 Extra Barley.
April 28.....	22790—GT....	Wheat..... (Inspector's grading rejected.)	No. 1 Commercial	No. 2 White Winter.
April 28.....	73428—LV....	Wheat..... (Inspector's grading rejected.)	No. 1 Commercial	No. 2 White Winter.
April 28.....	22058—GT ..	Wheat..... (Inspector's grading sustained.)	No. 1 Commercial	No. 1 Commercial.
May 30	104066—GT....	Barley..... (Inspector's grading sustained.)	Rejected barley...	Rejected barley.
June 5.....	2023 Pen.....	Barley..... (Inspector's grading sustained.)	No. 3 Barley.....	No. 3 barley.

MONTREAL SURVEY BOARD.

The Montreal Grain Survey Board for the year ended August 31, 1914, officially performed the following work:—

First, the board has selected standards for United States No. 2 Red Western wheat and for United States No. 2 Hard Winter wheat.

Second, the board authorized the grading of a parcel of oats as No. 2 United States White Clipped oats.

The grading of the inspector has apparently never been called in question during the year as the board has not once been called on to hold a survey.

CHAPTER 2.

INSPECTION AND REGISTRATION.

- 1. REPORT OF CHIEF INSPECTOR.
- 2. RULES AND REGULATIONS FOR GRAIN INSPECTORS AT FORT WILLIAM AND PORT ARTHUR.
- 3. REPORT OF THE REGISTRAR.
- 4. RULES AND REGULATIONS GOVERNING THE REGISTRATION OF TERMINAL WAREHOUSE RECEIPTS.

I.—REPORT OF THE CHIEF INSPECTOR.

OFFICE OF THE CHIEF INSPECTOR,
WINNIPEG, MAN., November 4, 1914.

C. BIRKETT, Esq.,
Board of Grain Commissioners,
Fort William, Ont.

GENTLEMEN,—I beg to submit to you a report on the work performed by the Inspection Department for the crop year of 1913-14.

WESTERN DIVISION.

This is the largest crop ever handled by the Inspection Department, reaching the large total of 137,403 cars of wheat, 34,460 cars of oats, 11,675 cars of barley, 12,812 cars of flax, 83 cars of rye, 1 car of speltz, and 298 cars of screenings, making a grand total of 196,732 cars of grain.

Of the above total the following cars were inspected at Winnipeg:—

Wheat.. . . .	132,396
Oats.. . . .	31,665
Barley.. . . .	10,258
Flax.. . . .	12,259
Rye.. . . .	14
Screenings.. . . .	296
Speltz.. . . .	1

At Calgary:—

Wheat.. . . .	2,862
Oats.. . . .	2,418
Barley.. . . .	1,131
Flax.. . . .	31
Rye.. . . .	69
Screenings.. . . .	2

At Superior:—

Wheat.. . . .	2,145
Oats.. . . .	377
Barley.. . . .	286
Flax.. . . .	522

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The size of the crop and the despatch given by the railroads on grain, necessitate the engaging of a large temporary staff, who were retained until just after the close of navigation and then released.

The crop was an easy one to handle owing to the high percentage of contract grades and the very small percentage of tough and off grades.

The percentage of contract grades being nearly 90 per cent, and tough grain being less than 1 per cent of the total crop.

During the year the Canadian Pacific Railway opened up their new yards at North Transcona. This necessitated the keeping of a larger staff of men to sample cars than in former years, as cars of grain were placed for inspection in both the old and the new yards.

It also meant having a yard office built at North Transcona for the use of the men employed there. This office is now completed and being used.

Under your instructions I have placed two deputy inspectors at outside points during the year, one at Moosejaw to inspect and weigh grain for the Robin Hood Milling Company, and one at Medicine Hat to inspect and weigh for the Ogilvie Milling Company.

On account of these men having been taken away from the Winnipeg staff, and owing to the large crop, I had to set up four more deputy inspectors at Winnipeg.

At the commencement of the season we moved into our new inspection room and offices, which are much larger than we formerly occupied. This facilitated the work greatly.

FORT WILLIAM.

The work of handling the crop at Fort William and Port Arthur, under Inspector Fred. Symes, has been very successfully performed.

The same conditions existed there as at Winnipeg. Owing to the large crop handled it required an extra large staff to do the work, and the placing of inspectors on the vessels to take samples as well as in the elevators has proved a success, as practically no complaints were received on cargoes after being loaded.

EASTERN DIVISION.

The inspection of grain in the Eastern Division has been well looked after by Inspector A. A. Bowen. Besides his usual duties he has also sampled some 300 lots of western grain as it was being loaded to ocean vessels at Montreal. These samples were forwarded to Winnipeg, and on comparing them with samples of cargoes loaded at Fort William and Port Arthur I found that the identity of the grades had been preserved while in transit.

(Sgd.) GEO. SERLS,
Chief Inspector.

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II.—THE FOLLOWING RULES AND REGULATIONS GOVERNING THE DUTIES OF GRAIN INSPECTORS AT FORT WILLIAM AND PORT ARTHUR HAVE BEEN APPROVED OF BY THE BOARD OF GRAIN COMMISSIONERS.

RULE 1.—HOURS TO BE ON DUTY.

Deputy inspectors and their helpers must be at their posts, ready for business, from 7 a.m. to 6 p.m. of each day unless otherwise ordered by the inspector in charge at Fort William and Port Arthur.

RULE 2.—SUPERVISION OF ELEVATOR PITS, GARNERS AND SCALES.

Inspectors must see that the elevator pits to be used are empty, and ascertain from the weighmen upstairs that the garners to be used are also empty and ready to receive grain before allowing any separate lot of grain to be released from bin, car or cars. The above instruction with reference to pits and garners must be adhered to before commencing to inspect grain for loading or to be loaded into vessel or cars. In addition to this they must also see that the scales to be used are empty, and that the vessel into which the grain is about to be loaded is made clean and in proper condition to receive same. Pay particular attention to see that it is free from coal dust, lime, oil, etc.

RULE 3.—RUNNING GRAIN FOR VESSELS.

When inspecting grain in the running stream to vessels, grain direct from the cleaners must not be permitted to go in with the running stream without close supervision and special permission from the inspector.

RULE 4.—BINNING SUPERVISION.

Inspectors must see that all bins are empty and cleaned out before allowing such bins to be used for a different grade of grain to what was previously stored therein, and must see that bins are not overloaded or flooded without special supervision and permission from the inspector in charge. (See section 94, Canada Grain Act.)

Immediately after the opening of navigation, all auxiliary bins underneath the shipping bins should be emptied and left empty, if possible, with valves open, until the close of navigation.

RULE 5.—SAMPLING FOR VESSELS.

Samples must be taken from the running stream to the lofters or legs as often as possible to make sure that a thorough average sample is secured therefrom. There must also be a sampler stationed on the vessel always during the time of loading, taking samples of the grain from each and every stream as it runs from the shipping spout to the hold of the vessel, as often as possible. If the sampler in the house or on the vessel notices anything going to the shipping bin or the hold of the vessel which, in his opinion, would affect the proper grade of the grain in question, he must have the bin or bins shut off immediately, notifying the deputy inspector in charge, who shall forthwith investigate the matter and examine the grain in the shipping bins and in the hold of the vessel. No more grain must be discharged from the shipping bins thus shut off until the inspector is thoroughly satisfied that the grain in the hold of the vessel and the grain in the shipping bins is of the proper grade. True samples of the grain secured from the stream leading to lofters or legs, also a true sample secured of the grain as it runs from the shipping spouts, shall be kept strictly intact and forwarded to the office of the inspector.

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RULE 6.—INSPECTING TO VESSELS IN WET WEATHER OR IMPROPER LIGHT.

No inspector is authorized to inspect grain out of store if the light is improper or in wet weather. Section 35 of the Canada Grain Act states:—

“No inspecting officer shall inspect grain being laden or about to be laden on vessels or cars after dark or in wet weather except on receipt, personally, or through the office of the chief inspector, of an application from the owner or possessor of the grain or his authorized agent, written upon one of the printed forms furnished by the board and signed by such owner or his authorized agent, relieving him, the inspecting officer, from responsibility for damage which may be caused by such wet weather, or darkness, or for loss arising from errors liable to occur in an inspection under such circumstances.

“In every such case of such inspection the inspecting officer shall be personally present when the grain is actually delivered on board.

“In such case no certificate shall be issued until the inspector's sample of such lot is examined under proper conditions.”

RULE 7.—INSPECTING GRAIN FROM CARS.

Besides inspecting the grain contained in the car, inspectors must note and report all irregularities such as bad order cars, leakages, spills, etc., and see that the track hoppers are tight and free from any leaks, and that the valves work freely and remain closed. Work in conjunction with the weighmen, and advise them of anything that might affect the true weight of the grain in question.

RULE 8.—INSPECTING AND OUTWARD LOADING OF GRAIN TO CARS.

Inspectors must see that the car shipping spouts are kept in good state of repair, tight and free from leaks, and that the car into which the grain is about to be loaded is made clean, well coopered and in good order to receive the grain. Pay particular attention to cars which have been used for the transportation of stock, coal, lime, oil, etc. On no account suffer grain to be loaded into such cars if there is any danger of the grain becoming damaged by reason thereof. If grain is loaded into a car which in the opinion of the inspector is not in good order from any cause, the condition of the car must be noted on the grade certificate.

RULE 9.—DEMEANOUR OF INSPECTORS.

Inspectors and their helpers must keep their own counsel and avoid talking as much as possible with elevator operators or employees, vessel officers or employees, and endeavour to work in harmony and without friction.

RULE 10.—MISCONDUCT.

The habitual use of malt or spirituous liquor by any employee under the jurisdiction of the Board of Grain Commissioners is strictly prohibited. The penalty for intoxication for the first offence is thirty days lay off without pay; for the second offence, dismissal from the service. Negligence, carelessness or disregard of rules shall be dealt with as above.

RULE 11.—GENERAL.

Inspectors' duties are more than to merely define the grade of grain. His jurisdiction and duty extend, to a certain extent, over everything pertaining to the proper handling, transportation and grading of grain. It is his duty to take note and have full cognizance of every branch, and to report to the Board of Grain Commissioners, through the proper officers, any irregularity in any department of the service. The

successful carrying out of the Grain Act, and the work intended for the Board of Grain Commissioners will depend largely on the integrity and co-operation of the inspectors. Therefore it behooves, and in fact it is necessary for inspectors to be thoroughly conversant with the Grain Act, so as to know the full extent of their powers. It is also necessary for inspectors to familiarize themselves with the outlying plans, style of construction, machinery, bin diagram and number of bins in each section of the elevator that he is in charge of, so that he will know and be familiar with all necessary details in connection with proper supervision.

(Sgd.) F. SYMES,
Inspector in charge at Fort William and Port Arthur.

Approved of by the Board of Grain Commissioners, May 4, 1914.
(Sgd.) C. BIRKETT,
Secretary.

III.—REPORT OF THE REGISTRAR.

The work performed by the registration offices was greatly in excess of that of the previous year, the total bushels registered during the year being:

Wheat.. . . .	133,737,208
Oats.. . . .	41,455,146
Barley.. . . .	10,666,315
Flax... . .	12,425,549
Rye.. . . .	13,004

and the total bushels cancelled:

Wheat.. . . .	133,771,531
Oats.. . . .	43,506,083
Barley.. . . .	10,858,309
Flax... . .	12,045,731
Rye.. . . .	10,381

The Winnipeg office taking care of the registering for all elevators, with the exception of the Dominion Government and the Canadian Pacific Railway, these two registering at the Fort William office.

The cancellations being about evenly divided between the two offices.

The usual annual statements were prepared, showing outstanding warehouse receipts.

The system being better understood, worked very much more smoothly than during the previous year.

The work performed by these officers has been carried out in a very satisfactory manner.

(Sgd.) GEO. SERLS,
Registrar.

IV. RULES AND REGULATIONS GOVERNING THE REGISTRATION OF
TERMINAL ELEVATOR WAREHOUSE RECEIPTS.

1. Every terminal warehouseman shall as soon as possible after the 31st day of August in each year prepare and deliver to the deputy registrar a statement in triplicate (on the forms prescribed by the board) of all outstanding warehouse receipts at that date; and shall also at the same time submit a separate statement showing any car lots or parcels of grain in store for which no receipts have been issued.

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2. The warehouseman shall issue to the person entitled to receive it a warehouse storage receipt for each individual carload lot or parcel of grain subject to his order, which shall state—

(a) The date of the receipt of the grain in store and also the quantity and inspected grade of the grain.

(b) That the grain mentioned in it has been received into store to be stored with grain of the same grade by inspection.

(c) That the grain is deliverable upon return of the receipt properly endorsed by the person to whose order it was issued and upon payment of proper charges for storage and transportation, if any, due to the owner of the elevator. (See section 127, Canada Grain Act.)

3. Every warehouse receipt before being delivered to the party entitled to receive same shall be tendered by the warehouseman to the deputy registrar for registration, and shall be accompanied by a list in triplicate setting forth the number of each receipt and the date thereof, the ex-car number, the kind and grade of grain, the gross weight, dockage and net weight, also the name of the elevator issuing such receipt.

4. No grain shall be shipped from any terminal elevator by the warehouseman and no grain shall be delivered by the warehouseman from his elevator to the shipper unless the covering warehouse storage receipts shall have first been surrendered by the shipper to the operator thereof.

5. When any grain is delivered or shipped from any terminal elevator the operator thereof shall tender to the deputy registrar for "registration for cancellation" registered warehouse storage receipts covering the same both as to quantity and grade. All such receipts tendered to the deputy registrar as aforesaid shall be accompanied by a list in triplicate, giving the number of the receipt, date out of store, the amount, grade and kind of grain represented by such receipt. Such receipt shall be presented to the deputy registrar for cancellation as soon as possible after shipment of the grain, in no case except through unavoidable delay exceeding three days after such grain has been delivered from the elevator.

6. The owner, lessee or manager of every terminal elevator shall furnish the warehouse deputy registrar weekly with the correct statement in duplicate of the amount of each kind and grade of grain received in store in his elevator during the week; also the amount of each kind and grade of grain delivered or shipped from his elevator during the week, the amount of each kind and grade of grain in store brought forward from the previous report, and each kind and grade of grain in store at the close of business, and the date at which the report is compiled.

7. Only the forms prescribed by the board for registration purposes shall be used by terminal elevators in their reports.

8. Every terminal elevator operator shall furnish the deputy registrar in duplicate a sample copy of terminal elevator warehouse storage receipt which he proposes to issue. The said sample copy shall contain the signature of each officer of such elevator who is authorized to sign and countersign such receipt. The aforesaid receipt shall be marked "sample copy only."

9. Each terminal elevator shall pay to the Board of Grain Commissioners a registration fee of 4 cents per 1,000 bushels for inwards registration and 4 cents per 1,000 bushels for registration for cancellation.

At the end of each month the Board of Grain Commissioners shall render each terminal elevator an account of such fees, and such account shall forthwith become due and payable and shall be paid by the warehouseman to the deputy registrar before the 10th of the following month.

CHAPTER 3.

CHIEF WEIGHMASTER'S REPORT.

To the Board of Grain Commissioners.

GENTLEMEN,—Herewith is submitted my report for the year ending August 31, 1914.

SCALES.

There are 128 Hopper scales ranging from 30,000 pounds to 120,000 pounds capacity installed and at present in use for the purpose of weighing grain in the 16 terminal elevators operating in Port Arthur and Fort William, to which may be added 17 scales varying in capacity from 12,000 to 120,000 pounds in the 11 hospital elevators, making a total of 145 scales under my supervision at the head of the lakes.

The scales are of the trussed lever pattern and are the highest type of manufacture both with regard to material and workmanship. They are designed for strength so as to provide for a safety factor of at least 20 per cent above their capacity, and are equipped with type registering attachments, by which the exact amount of a draft weighed may be recorded upon a ticket specially prepared for the purpose. The weights, having been standardized to a certain thickness, may be changed from one scale to another without altering the accuracy of the record obtained.

INSTALLATION.

In the older houses the scales are installed on timber foundations, and are provided with adjustable corner hangers, so that the level of the machine may be maintained. In the modern concrete houses the installation is all steel, with concrete foundations. Both systems are first-class of their kind, and are calculated to carry a load much greater than the full capacity of the scales without deflection. These have all been examined and found satisfactory.

SCALE INSPECTION.

A thorough inspection of all scales in the elevators under my jurisdiction as chief weighmaster is made twice in each year: One before the opening of navigation, and one before the movement of the new crop. In addition to this, frequent tests of the scales are made in any elevator where it is deemed necessary, in order to clear up a question of shortage, or overage, in the receiving or shipping of grain.

These inspections at the bay ports, and as far east as Halifax, have been made by Mr. A. A. Bowen, inspector and weighmaster, with headquarters at Montreal, and a monthly report of scales so inspected was received and filed in the chief weighmaster's office.

Acting as special inspector of scales in the terminal elevators, I have, under the authority of the Department of Inland Revenue, made an annual inspection of all scales in the elevators in Port Arthur and Fort William, verifying, and issuing certificates for same, upon which the regular fees were collected and remitted to the district inspector of weights and measures at Winnipeg.

In addition to the annual inspection, I have also made an intermediate inspection, for which no charge was made nor certificate issued. This latter inspection is not called for by the Weights and Measures Act, but is made in the interest of the weighing department, and both these inspections have been most rigid. Whereas the

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Weights and Measures Act allows a certain toleration of error in the verifying of scales, my inspection does not recognize any toleration of error, but aims to have the scales as nearly perfect as possible, both with regard to accuracy and sensitiveness, and for this purpose the services of a scale mechanic is provided, who makes the necessary changes or adjustment under my personal direction. I have kept a separate record for each scale, showing the condition at inspection, the result of corner tests with weights, the error (if any) and the changes or adjustments made. The corner test under load, and the test with load and weights added; also a test for sensitiveness and turning with load, thus making a complete record of each scale. There are 8,000 pounds of test weights in each of the terminal elevators available for immediate tests, which are at once made when the accuracy of the weight is questioned, so that every precaution has been taken to keep the scales in the highest state of efficiency.

Each inspection required from 5 to 6 weeks' time of practically 10 hours a day to complete, and involved the testing and stamping of over 1,500 hand weights.

I also visited the Dominion Government interior elevator at Moose Jaw and Saskatoon, and made a thorough test of the six new 120,000-pound Hopper scales installed in each elevator, and had the necessary alterations and adjustments made, and I also made a careful examination of the installation of these scales, and found the work of a most substantial character, and in every way satisfactory.

My authority as inspector not covering these places, the scales were verified and certificates of inspection issued by special officer Fyfe, of the Inland Revenue Department. H. B. Parkhill was appointed as weighman at Moosejaw, and B. Fenwick as weighman at Saskatoon.

WEIGHING.

Receiving.—When cars are placed at an elevator for unloading, the seal records and load lines, and notation of leaks (if any) are taken by an employee of the weighing staff and entered upon the track-sheet, from which orders or "shunt slips" are made out, giving the car number, the kind and grade of grain, the depth of load, and leaks (if any). These orders are sent up to the weighmen, who enter the particulars of each car upon their respective weigh-sheets.

Before beginning to weigh, the Government deputy must see that all scales are balanced and all scale valves closed. When all the grain from a car has been elevated to the scales, the weighmen are notified by the electric light signal. The company's weighman then weighs the grain under the supervision of the deputy, both read the weight separately and enter the amount on their weigh-sheets. A ticket, previously referred to, is placed in the type recorder and punched, showing the exact amount of the draft, in addition to which it shows the date, car number, kind and grade of grain, and number of the scale upon which it was weighed. This ticket is then initialled by the deputy, and the operation provides three distinct records of each draft weighed. After the draft has been recorded and the grain released from the scale, the hand weights are removed, and the scale must come to a balance before receiving another draft.

Shipping.—In weighing grain to vessels the same system of handling the scales is carried out, but instead of a "shunt slip" orders are sent up from the elevator foreman to the weighman, showing the quantity, kind and grade, and the number of storage bin from which it is to be delivered to the scales. The weigh-sheets show the name of the vessel, the grain and grade, the weight of each draft, the number of the scale upon which it was weighed, and the number of the shipping bin into which it was dropped after the weight had been recorded. When the weighing is finished, the drafts are added up, and computed into bushels, which must agree with the orders received. The time of commencing and finishing weighing, and the name of the elevator are entered upon the sheet and the sheet is signed by the Government deputy.

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A ticket is also punched for each draft, showing weight, date, name of vessel and number of scale. These tickets are numbered consecutively so as to correspond with the number of the draft on the weigh-sheet, and are initialled by the deputy. Strict instructions have been issued to all deputies to examine and sound all shipping bins to see that they are empty, and that all spouts from the scales are properly set on the bins used before commencing to weigh; and after the weighing is completed, they must again sound all shipping bins to assure themselves that the grain has all been delivered to the boat before it leaves the dock.

DUTIES OF WEIGHMEN.

The duties of a government weighman do not consist of merely recording the weight of each draft of grain weighed. He must be familiar with the mechanism and working of the scales so as to detect immediately any defect or interference that would cause a variation in the weight. Their duties in detail are set forth in printed rules and regulations, issued for their guidance and instruction, and their work is supervised by Mr. Hollinshead, my assistant, who spends all his time in the elevators, instructing them in their work, inspecting the spouting and other equipment to see that it is kept in good order and free from leaks, and assisting in the investigation of complaints of shortages.

RECORDS.

The records of grain shipped by boat include the weigh-sheets, scale tickets and dual reports, the latter being a dual report, one part being made by the Government weighman showing the elevator, the name of the vessel loading, the time of commencing to weigh, and the time of finishing, the kind, grade, and quantity of grain in bushels weighed, and the numbers of the shipping bins used. The other part is made out by the inspector and shows the name of the vessel, time of commencing to load, the time of finishing loading, also the kind and grade of grain, the number of storage bins from which it was taken, and the hold of the vessel into which it was loaded, the condition of the holds before loading, and the name of the official who pulled the spouts before and after loading. The term "pulling the spouts" means opening the valves in the bottom of the shipping bins to make certain that all the grain weighed has been run out to the boat. This, in addition to the sounding of the shipping bins by the weighman, furnishes two separate records showing that their duties have been performed. It also contains the names of the company's weighmen, the inspector's assistant, the elevator foreman and the head trimmer, and is signed by the Government weighman and inspector, and together with the weigh-sheets and scale tickets, constitutes a complete record of the weighing and loading of a cargo, from which certificates of grade and weight are issued.

RECORDS—RECEIVING FROM CARS.

The records of receiving and weighing grain from the cars are load line records, seal records, defective car reports, leak reports, weigh-sheets and scale tickets, which cover the handling of cars from their arrival at the elevator until the grain has been weighed.

The load line, or depth of grain in the car, is a weak record, owing to the very careless manner in which many of the cars are loaded it is at best only an approximate, and has caused some dissatisfaction and criticism from shippers. The stencilling of the cars in inches would make this record more nearly perfect, and would be equally valuable as a protection to the railway companies as it would be to the shippers.

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SHORTAGES—VESSELS.

Shortages reported from November 15, 1913, until the close of navigation were dealt with in my report covering that period.

Shortly after the opening of navigation in 1914, a number of reports of shortages were received from the vessels that had been carrying winter storage cargoes. Upon investigation it was found that a number of these shortages could be accounted for by damaged grain. In the others, a most careful investigation failed to discover any evidence showing the loading houses as being responsible.

Throughout the summer frequent complaints of shortages were received, and in the investigation of these not only have all the records been carefully examined and checked, but every circumstance that could in any way affect the weighing and loading at the elevators has been rigidly inquired into both by assistant and myself, and, with the exception of one or two cases, the investigation showed that the vessels had received grain to the amount of their orders.

When shortages on the outturn of a cargo are reported from an unloading port, the vessel owners and agents at once throw the onus of responsibility for this shortage on the weighing department at the loading ports, thus questioning the integrity of the weighing staff. This being a matter of grave concern, I placed extra men in two of the large elevators to assist the weighmen, giving them strict instructions to see all scales balanced between each draft, but more particularly to go with the weighman and see every shipping bin sounded, and report to me daily, and the fact that these two houses figure in the shortages along with other houses justifies me in the belief that the weighing staff are observing the rules and performing their duties faithfully.

Most of these complaints were also investigated by Mr. Bowen at the unloading houses, with the result that in some cases the reported shortages were found on re-weighing the grain that had been binned separately. Other cases showed the system of handling and weighing could not fail to create shortages.

The whole matter of these shortages is under investigation and will be covered by a special report.

SHORTAGES—CARS.

There has been a large number of complaints of shortage in the outturns of cars from shippers in the west, some of which were traced to the unloading elevators, and adjustments secured. Others were the result of leaks or other loss of grain in transit, and our investigations have assisted shippers in their claims against the carriers. The greater number of these complaints of shortage have been based upon guesses or estimates (without weighing) of the amount the shipper claimed the car should contain. Investigation has shown (except where leaks or broken seals were found) that the outturns were correct, and no grounds existed for the claim. The wide variation in the actual weight per bushel no doubt being responsible for many of the complaints, as 58 pounds of wheat loaded to an average depth in a car would weigh from 8,000 to 10,000 pounds less than 63 or 64 pounds wheat loaded to the same depth.

In our investigation of car shortages, we cannot base our computations on average weight, but must get from Winnipeg a record of the actual weight per bushel of the grain in the car in question, and also their notation of the depth in relation to the load line in the car. Answering the requests of shippers, some hundreds of condition reports have been sent out containing the following information: The number of the car, the date and elevator where unloaded, the grade and weight of the grain, the depth of load, the condition of car, and the seal records, thus covering complete information as to condition and outturns.

Re ORGANIZATION.

It would not appear that there could be much improvement made in the fundamentals of the organization and methods as at present constituted, for the accurate

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weighing of grain or the safe delivery of it to the boats, further than the perfecting of a more thorough system of records and checks with a view to following up and counterchecking every operation.

These matters are under consideration, and when satisfactorily worked out will be put into force.

All of which is respectfully submitted.

I have the honour to be, sirs,

Your obedient servant,

J. G. WHITE,
Chief Weighmaster.

RULES AND REGULATIONS FOR WEIGHING OF GRAIN. SCALES AND SPOUTS.

Receiving Pits.

1. See that the pits are in good order and that the cut-off valves are free from any obstruction and perfectly tight when closed.

Elevator Legs or Lofters.

2. Examine them and see that no grain is leaking to the floors, either top or bottom, and that the floors around them are intact.

Garners.

3. See that they are in good order, free from dirt and dust as much as possible, and that the slides and valves work easily, open fully and close tightly, and see that the canvas between garner and scale is kept free.

Scale Hoppers.

4. See that they are in good working order, and that the frames are free from outside contact, or rubbing on anything, that the lever rods and slides work freely, and stay open or shut.

Scales.

5. Be sure that the scale and hoppers are free from dirt or grain before commencing weighing, close slides and balance scales every morning, see that the scales are kept on balance while in use.

See that the lead plugs are in place in the cover of weight hanger and that the nut is screwed tight on bottom of stem; see that no weights are missed and leads untouched.

See that the check rods lift off freely, and not bind, both when scale is empty and loaded.

Do not overload scale above capacity marked on it.

See that the hand weights are removed after each draft weighed.

WEIGHING FROM CARS.

6. The weighman must insist on getting from the track inspector the load line of each car before weighing off the car. If the weight of the car shows it is to be above or below the average weight according to the load line given, hold the grain in the scale until you make inquiries, and a satisfactory reason given. State your reason on your weigh-sheet, also any leaks that have been reported by the track inspector.

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If it happens that the contents of two or more cars get mixed, report the combined weight, enter the "catch" weight of each car upon your sheet, with a brief statement of particulars.

WEIGHING TO CARS.

7. See that spouts leading to car shipping spouts are tight and free from leaks, and before weighing off a draft to car, see that spout leading from scale to shipping spout is properly set.

WEIGHING TO VESSELS.

8. Before commencing weighing for vessels, the weighman must see that all shipping bins are sounded and empty, and that all spouts leading to shipping bins from scale or scales in use are properly placed, and slides opened.

See that the spouts are in good order, and free from leaks of any kind.

After the cargo has finished weighing, he must see the scale slides closed, and that all grain is out by sounding the shipping bins, also examine spouts and floors to see if any leak has occurred.

Keep a record of the time when he commenced weighing, and when he finished.

Note any leaks or any other irregularities in all cases on weigh-sheet.

WEIGHING REPORT.

9. See that your reports are delivered promptly at the office.

Make your weigh-sheets commence and end with same cars as the elevator weighman does.

Take the weights from the scale beam yourself without calling, and check afterwards with the elevator weighman.

Be sure the initials of the cars, as well as the car numbers, and the name of the vessels are correctly entered on the weigh-sheet, enter each draft, show the number of the scale, also the bin number.

GENERAL.

10. A weighman's duties are not confined to recording the weights of the grain alone, but he is expected to see that everything about the scale and spouts leading to and from them are in perfect condition.

Whenever anything is discovered to be out of order it must be at once reported in writing to the office.

If any scale is interfered with, or repaired in any way, except in the presence of a Government scale inspector, he will at once discontinue the use of such scale until reinspected by the regular Government inspector.

Mistakes are liable to occur; when you discover one, be sure to report it fully at once, more particularly if it is your own error.

Accuracy is necessary in your work to insure justice to the owner of the grain and the elevator.

Be careful with your additions on your weigh-sheet; see that they are correct.

A weighman who cannot correctly add up a few columns of figures without mistakes, leaves himself open to the charge of not being accurate in other branches of his work.

Your daily work commences at 7 a.m. unless otherwise instructed, and you are expected to be at your post early and avoid delay.

If from sickness or any other cause it is impossible for you to report for duty, notify the office immediately.

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No leave of absence must be taken without permission. The use of intoxicating liquors is forbidden. Avoid unnecessary talking. Work in harmony as much as possible with the employees with whom you come in contact. Do nothing to bring censure on yourself or the weighing department.

The failure to at once report any irregularities or breakages about the scales or spouts will be considered good cause for instant dismissal without notice.

J. G. WHITE,
Chief Weighmaster.

J. T. HOLLINGSHEAD,
Weighmaster.

Approved by the Board of Grain Commissioners for Canada.

C. BIRKETT,
Secretary.

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CHAPTER 4.

STATISTICS.

REPORT OF STATISTICIAN, H. E. GORDON.

To the Board of Grain Commissioners.

SIRS,—I beg to transmit to you the statistics for the crop year 1913-14, as prepared by this office (see appendix "B"). The figures pertain to terminal elevators, hospital elevators, public elevators, and country elevators.

This office, for the first time, has given considerable time to the matter of prices, and the result is also embodied in the report laid before you.

The figures *re* rates, by rail and by water, are not extensive this year, but the office hopes to go into the matter of rates next year in much the same way as prices have been handled this year.

This bureau was only established in March of 1914, with a staff of five members. The staff remains as at the time of organization, with the exception that Lieut. Muirhead, who volunteered for active service at the first call, is now at Salisbury Plains awaiting orders to go to the front.

By degrees, the statistical work is being centralized. Next crop year will see nearly, if not all, statistics given out from this bureau.

Since its establishment, this office has from time to time furnished quite extensive statistics to any parties requesting the same. These requests come from newspapers, magazines, banks, railroads, farmers, dealers, boards of trade, etc., etc.

All of which is respectfully submitted.

(Signed) H. E. GORDON,
Statistician.

CHAPTER 5.

LICENSES ISSUED TO GRAIN COMMISSION MERCHANTS, TRACK BUYERS,
AND ELEVATORS.

(For list see Appendix D.)

STATEMENT showing number and kind of licenses issued during the seasons 1903-04 to 1913-14 (both inclusive).

Kind.	1903-4	1904-5	1905-6	1906-7	1907-8	1908-9	1909-10	1910-11	1911-12	1912-13	1913-14
Country elevators and warehouses...	982	1022	1,118	1,327	1,363	1495	1841	1766	1972	2267	2552
Terminal elevators						26	31	36	34	23	14
Hospital elevators.											13
Public elevators....											20
*Space in country elevators.....	58	59	52	32	28	24	12	55	58	19	3
Commission mer- chants.....	36	65	69	72	71	71	76	75	84	91	91
Track buyers.	16	119	121	154	158	140	149	130	123	146	137
Totals.....	1,092	1,265	1,360	1,585	1,620	1,756	2,109	2,062	2,271	2,546	2,830

*Space licenses are issued as a rule to independent dealers, who have leased special bin space in either farmer's elevators or independent elevators. Their operations for the most part, are confined to pur— chasing wagon-load lots of grain offered for sale on street.

The following statement shows the revenue received from license fees during the last six years:—

Season Sept. 1 to Aug. 31 following.	No. Applications Received.	Fees.
1908-09.....	1,808	\$3,616 00
1909-10.....	2,146	4,292 00
1910-11.....	2,111	4,222 00
1911-12.....	2,326	4,652 00
1912-13.....	2,579	5,158 00
1913-14.....	2,854	15,200 00

The subsequent increase in the revenue for season 1913-14, is accounted for by reason of an increase in the fees sanctioned by Parliament on June 6, 1912. Subsequent to that date the fee was \$2 in all cases.

The schedule of fees now in force is as follows:—

Country Elevator or Warehouse.....	\$ 5 00
Space.....	5 00
Track Buyer's.....	5 00
Commission Merchant's.....	5 00
Terminal Elevators.....	25 00
Hospital Elevators.....	25 00
Public Elevators.....	25 00

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LIST OF TERMINAL ELEVATORS IN THE WESTERN INSPECTION
DIVISION, SEASON 1913-14.

North Transeona, Manitoba—	Bushels—Capacity.
Canadian Pacific Railway Elevator.....	1,000,000
Fort William, Ontario—	
Canadian Pacific Railway Elevator "D"	7,350,000
Consolidated Elevator Company	1,750,000
Eastern Terminal Elevator Company	2,000,000
Empire Elevator Company	1,750,000
Fort William Elevator Company	1,750,000
Grand Trunk Pacific Elevator Company	5,750,000
Grain Growers' Grain Company	2,500,000
Ogilvie Flour Mills Company	1,250,000
Western Terminal Elevator Company	950,000
Total	25,050,000
Port Arthur, Ontario—	
Government Elevator	3,250,000
Port Arthur Elevator Company, Limited.....	9,500,000
David Horn and Company	750,000
Empire Elevator Company	1,500,000
Total	15,000,000
Grand total	41,050,000

LIST OF HOSPITAL ELEVATORS IN THE WESTERN INSPECTION
DIVISION, SEASON 1913-14.

Calgary, Alberta—	Bushels—Capacity.
Alberta Pacific Grain Company, Limited.....	250,000
St. Boniface, Manitoba—	
Northern Elevator Company	200,000
Paterson, N. M. & Co.....	80,000
Total	280,000
Winnipeg, Manitoba—	
Anchor Elevator Company	50,000
Northern Elevator Company	150,000
Total	200,000
Fort William, Ontario—	
Bole Grain Company	10,000
Bark and Muirhead	200,000
Dwyer Elevator Company	80,000
F. A. Guy Grain Company	35,000
Grain Growers' Grain Company	80,000
Muirhead Bole Elevator Company	35,000
N. M. Paterson & Company	50,000
Superior Elevator Company	100,000
Total	590,000
Port Arthur, Ontario—	
National Elevator Company	65,000
Davidson & Smith	750,000
Total	815,000
Grand total	2,135,000

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LISTE of Licensed Public Elevators Season 1913-14.

IN WESTERN INSPECTION DIVISION

Name	Point	Capacity in Bushels.
Canadian Pacific Ry. Co.	Vancouver, B.C.....	16,000
Union Grain Co., Ltd.....	Winnipeg, Man. (burnt Aug., 1914)..	40,000
Total.....	.....	56,000

IN EASTERN INSPECTION DIVISION.

Aberdeen Elevator Co., Ltd.	Tiffin, Ont.	1,000,000
Armour Grain Co.	Depot Harbour, Ont.	1,750,000
Bacon, Ed. R.	Collingwood, Ont.	150,000
Canadian Pacific Ry. Co.	Port McNicoll, Ont.	4,200,000
"	West St. John, N.B.	2,000,000
"	Port Colborne, Ont.	2,000,000
Dominion Government Elevator.	Kingston, Ont.	500,000
Fowarders Ltd.*	Goderich, Ont.	1,000,000
Goderich Elev. & Transit.	Tiffin, Ont.	2,400,000
Grand Trunk Ry. System	Montreal, Que.	2,500,000
Harbour Commissioners	"	2,500,000
"	West St. John, N.B.	500,000
Intercolonial Railway	Halifax, N.S.	500,000
"	Port Colborne, Ont.	1,500,000
Maple Leaf Milling Co.	Kingston, Ont.	800,000
Montreal Tran. Co.	Midland, Ont.	1,000,000
Midland Elevator Co.	Montreal, Que.	2,000,000
Montreal Warehousing Co.	"	500,000
"	Prescott, Ont.	1,000,000
Prescott Term. Elev. Co.	Quebec, Que.	1,000,000
Quebec Harbour Commission.	Kingston, Ont.	250,000
Richardson & Sons, Jas.	Goderich, Ont.	800,000
Western Canada Flour Mills		
Total		29,850,000

* Not operating and not licensed.

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STATEMENT showing number and aggregate capacity of Country Elevators and Warehouses with Ontario Terminals, Hospital Elevators and Public Elevators in the Eastern Division, Season 1913-14.

SEASON 1913-14.

	Stations.	Elevators.	Warehouses.	Capacity, Bushels.
Manitoba.....	347	689	6	23,370,000
Saskatchewan.....	647	1,465	5	42,995,000
Alberta.....	195	397	11	14,793,000
British Columbia.....	6	7	2	562,000
	1,195	2,558	24	81,720,000
Ontario Milling Elevators.....	2	3		1,700,000
Ontario Country Elevators.....		1		40,000
Ontario Terminal and Hospital Elevators.....	4	23		41,455,000
	6	27		43,195,000
Totals, Western Division.....	1,201	2,585	24	124,915,000
Public Elevators—				
Ontario.....	10	14		18,350,000
Quebec.....	3	5		8,500,000
New Brunswick.....	2	2		2,500,000
Nova Scotia	1	1		500,000
Totals, Eastern Division.....	16	22		29,850,00
Grand Totals.....	1,217	2,607	24	154,765,000

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Comparative figures covering the previous season (1912-13) as follows:—

	Stations.	Elevators.	Warehouses.	Capacity in Bushels.
Manitoba.....	338	698	10	22,253,150
Saskatchewan.....	513	1,246	6	36,503,000
Alberta.....	168	321	19	11,565,500
British Columbia.....	6	7	2	562,000
Total.....	1,025	2,272	37	70,883,650
Ontario Milling Elevators.....	2	3		1,700,000
Ontario Country Elevators.....		1		40,000
Ontario Terminals and Hospital Elevators..	4	20		29,380,000
Total.....	6	24		31,120,000
Totals, Western Division.....	1,031	2,296	37	102,003,650
Ontario.....	12	15		17,600,000
Quebec.....	2	5		5,620,900
New Brunswick.....	2	2		1,500,000
Nova Scotia.....	1	1		500,000
Totals, Eastern Division..	17	23		25,220,000
Grand Totals.....	1,048	2,319	37	127,224,550

COMPARATIVE STATEMENT of Country, Terminal, Hospital and Public Elevators Operated under License for the Last Fourteen Years.

Crop Year.	No. of Elevators	No. of Ware- houses.	Totals.	Increase.	Storage Capacity in Bushels.
1900-01.....	426	97	523		18,879,352
1901-02.....	545	85	630	107	23,099,000
1902-03.....	740	82	822	192	30,356,400
1903-04.....	918	64	982	160	41,186,000
1904-05.....	976	46	1,022	40	46,953,630
1905-06.....	1,065	53	1,118	96	50,690,700
1906-07.....	1,221	52	1,273	155	55,222,200
1907-08.....	1,318	36	1,354	81	58,535,700
1908-09.....	1,446	41	1,487	133	78,016,100
1909-10.....	1,802	38	1,840	353	94,266,100
1910-11.....	1,909	32	1,941	101	105,462,700
1911-12.....	2,037	31	2,068	127	108,649,900
1912-13.....	2,319	37	2,356	288	127,224,550
1913-14.....	2,607	24	2,631	275	154,765,000

CHAPTER 6.

ELEVATOR TARIFFS, RULES AND REGULATIONS.

1. COUNTRY ELEVATORS.
2. TARIFF—INTERIOR TERMINAL ELEVATORS.
3. TARIFF—TERMINAL ELEVATORS, 1913-14.
4. TARIFF—TERMINAL ELEVATORS, 1914-15.
5. HOSPITAL ELEVATORS—RULES AND REGULATIONS.
6. TARIFFS—EASTERN PUBLIC ELEVATORS.

I.—COUNTRY ELEVATORS.

TARIFF OF LICENSED COUNTRY ELEVATOR CHARGES FOR THE YEAR ENDING AUGUST 31, 1915.
EFFECTIVE SEPTEMBER 1, 1914.

Subject to the capacity of the elevator and the nature of the construction, all grain tendered must be taken into store upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1912.

Maximum Rates.

Receiving, elevating, spouting, insurance against fire, storing for the first fifteen days and putting into cars on track. No elevator shall charge more than one and three-quarters of a cent per bushel. Storage not otherwise provided, including insurance against fire for each succeeding day after the first fifteen days shall not exceed one-thirtieth of one cent per bushel.

Shrinkage for Stored Grain.

No elevator shall take more than one-half of one per cent to take care of shrinkage and waste in handling, storing and transmitting the grain to a terminal.

No elevator shall take more than one per cent shrinkage on tough, damp and wet grain.

Shrinkage on Cash Grain.

On street grain no elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where grain contains foreign grain or seeds which cannot be taken out by a number ten sieve.

Dockage.

No elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where grain contains foreign grain or seeds which cannot be taken out by a number ten sieve.

Every elevator must be equipped with the necessary sieves and scales for making proper tests, and the elevator operator must make the tests in the presence of the owner of the grain when requested.

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General.

When tough, damp or wet grain is taken into store it shall be at the owner's risk, and the elevator operator shall have the right to ship it immediately to a terminal elevator for treatment.

The owner shall have the right to name the terminal elevator to which it shall be shipped.

RULES AND REGULATIONS FOR COUNTRY ELEVATORS.

1. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final; unless an investigation by the Board of Grain Commissioners shows reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car at the same price as the car was disposed of.

2. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent, and he shall advise such parties as the owner may instruct.

3. The elevator owner shall, on all grain shipped through the elevator, have the right to retain and hold the shipping bill until he receives a guarantee from the owner of the grain, another elevator owner, a licensed commission firm or individual, or any one else that the car may be sold to, that they will make proper adjustment as to the weight and grade. Upon receipt of storage tickets and lawful charges, the elevator owner shall deliver either the shipping bill to the party presenting the ticket or tickets, or a terminal warehouse receipt for the full amount of the grain called for in the ticket or tickets presented, up to the full carload.

4. The owner of grain in an elevator wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, the owner of the grain must then accept the elevator weights at the shipping point as final, unless the owner of the grain proves the shipping weights are not correct. Provided, however, that the owner of the grain can always demand an affidavit as to the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

RULES AND REGULATIONS FOR STORING BY GRADE AND DOCKAGE IN COUNTRY ELEVATORS.

Elevators that have a limited storage capacity and not a sufficient number of bins to do special binning, so as to utilize to the fullest possible extent their storage space, shall receive and store grain under the following conditions:—

1. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

2. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

3. A proper sample must be drawn from each wagon load by the elevator operator at the time of delivery, in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator.

4. Such sample must be placed in a receptacle satisfactory to the owner of the grain.

5. After the grain is delivered the sample drawn must be properly mixed in the receptacle in which it has been placed. The owner and the elevator operator shall then take out of the quantity mixed at least three pounds, and place it in a receptacle which must be numbered and sealed, and so made that it can be securely locked. The receptacle shall be supplied by the elevator owner, and secured by a padlock. The lock shall be provided by the owner of the grain, and he shall retain possession of the key. The receptacle and key shall thereupon be immediately forwarded to the Chief Inspector of Grain, Winnipeg, Man., all charges prepaid. After receiving the inspector's certificate, showing grade and dockage, the operating agent shall issue a storage ticket, showing grade and dockage, as given by the chief inspector, for the full

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amount of grain taken into store, and shall deliver to the owner at his request, in not less than carload lots, on track or at a terminal point, the grade and quantity the storage tickets call for, after the owner has surrendered the storage receipts and paid or tendered all lawful charges against said grain.

6. The owner of the elevator shall, in all cases where grain is taken into store under the foregoing conditions, guarantee the grade and weight as specified in the storage ticket or tickets.

7. At the time of delivery of any grain where a ticket of this kind is being used, and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp or wet, and the elevator operator marks such ticket or tickets, "Out of condition, tough, damp or wet," then whatever grade such sample may receive from the chief inspector it will still grade "tough, damp or wet."

8. If the elevator operator fails at any time to draw and preserve such samples in the manner stated, in the case of dispute the onus will be on the elevator operator to prove the proper grade, and not on the owner of the grain.

Approved by the Board of Grain Commissioners for Canada.

C. BIRKETT,
Secretary.

II.—TARIFF OF INTERIOR TERMINAL ELEVATOR CHARGES FOR THE DOMINION GOVERNMENT ELEVATORS AT MOOSEJAW AND SASKATOON, FOR THE YEAR ENDING AUGUST 31, 1915.

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act.

RATES.

1. *Elevation*, not otherwise specified, receiving, elevating, cleaning, spouting, insurance against fire, and storage for the first fifteen (15) days—One-half of one cent ($\frac{1}{2}$ c.) per bushel.
2. *Storage*, not otherwise specified, including insurance against fire for each succeeding day or part thereof, after the first fifteen (15) days—One-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel per day, or one-half of one cent ($\frac{1}{2}$ c.) per bushel for thirty (30) days.

3. *On grain* carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of—One-half of one cent ($\frac{1}{2}$ c.) per bushel.

For each subsequent separation, computed on balance for separation, a further charge of—One-half of one cent ($\frac{1}{2}$ c.) per bushel.

Special rates will be given for cleaning and sacking seed grain.

4. *On mixed grains* handled as mixtures; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days—One-half of one cent per bushel.
5. *On mixed grains* handled as mixtures; storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—One-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel per day, or one-half of one cent ($\frac{1}{2}$ c.) per bushel for thirty days.
6. *On wheat* carrying a return of screenings, an additional cleaning charge of—One-half of one cent ($\frac{1}{2}$ c.) per bushel.

7. *On tough grain, drying*—One and one-half cents ($1\frac{1}{2}$ c.) per bushel
8. *On damp or wet grain, drying*—Two and one-half cents ($2\frac{1}{2}$ c.) per bushel.
9. *On screenings: Elevating, spouting, insurance against fire, and storage for the first fifteen (15) days*—Two cents (2c.) per hundred (100) pounds.
10. *On screenings: Storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen (15) days*—One-tenth of one cent ($\frac{1}{10}$ c.) per hundred (100) pounds.
11. *On bulkheads, for their removal and other additional expense in handling and unloading car*—Two dollars (\$2) for each bulkhead.
12. *For preparing cars for flax shipment when paper is required*—One dollar (\$1) for each car.
13. *All charges for cleaning, drying or other treatment will be computed on gross weights; for elevation and storage, on net weights; all charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.*

WHEAT SCREENINGS.

14. *On wheat carrying a dockage of five per cent (5%) or more, after deducting one per cent (1%) of the gross weight for waste, a return will be made for the balance of the screenings, by paying one-half cent ($\frac{1}{2}$ c.) per bushel for cleaning. No other return for screenings will be made.*
15. *If disposition of screenings covered by outstanding returns is not received within thirty (30) days from date of unload, they may be disposed of for account of whom it may concern.*

NO GRADE AND CONDEMNED GRAIN.

16. *All tough, damp, wet, condemned, heating, heated or fire burnt grain will be received for treatment. If not treated it will always be at owner's risk of deterioration.*

GENERAL.

Grain shipped from any of the Dominion Government interior terminal elevators will be transferred through the Dominion Government elevator, Port Arthur, to steamers for one-half of one cent ($\frac{1}{2}$ c.) per bushel, including ten days' free storage.

Approved by Board of Grain Commissioners for Canada, Fort William, Ontario, September 19, 1914.

III.—FORT WILLIAM AND PORT ARTHUR TERMINALS.

TARIFF OF PUBLIC TERMINAL ELEVATOR CHARGES FOR THE YEAR ENDING SEPTEMBER 1, 1914.

(Effective September 1, 1913.)

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act, 1912:—

RATES

Elevation, not otherwise specified; receiving, elevating, cleaning, spouting, insurance against fire and storage for the first fifteen days—Three-quarters of one cent ($\frac{3}{4}$ c) per bushel.

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- Storage*, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—One-thirtieth of one cent ($\frac{1}{30}c$) per bushel.
- On Grain* condemned for or rejected because mixed with heated, heating, or fire burnt; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days—One and one-half cents ($1\frac{1}{2}c$) per bushel.
- On Grain* carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of—One cent ($1c$) per bushel.
For each subsequent separation, computed on balance for separation, a further charge of—One cent ($1c$) per bushel.
- On Mixed Grains* handled as mixtures; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days—One and one-half cents ($1\frac{1}{2}c$) per hundred pounds.
- On Mixed Grains* handled as mixtures; storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—two-thirtieths of one cent ($\frac{2}{30}c$) per hundred pounds.
- On Wheat* carrying a return of screenings, an additional cleaning charge of—One-half of one cent ($\frac{1}{2}c$) per bushel.
- On Tough Grain*, drying—One and one-half cents ($1\frac{1}{2}c$) per bushel.
- On Damp or Wet Grain*, drying—Four cents ($4c$) per bushel.
- On Screenings*: elevating, spouting, insurance against fire, and storage for the first fifteen days—Two cents ($2c$) per hundred pounds.
- On Screenings*: storage, including insurance against fire, for each succeeding day or part thereof after the first fifteen days—One-tenth of one cent ($\frac{1}{10}c$) per hundred pounds.
- On Bulkheads*, for their removal and other additional expense in handling and unloading car—Three dollars (\$3) for each bulkhead.
- For Preparing Cars for Flax Shipments*—Two dollars (\$2) for each car.
- Unspecified Grain* will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.
- All Charges* for cleaning, drying, or other treatment will be computed on gross weights; for elevation and storage, on net weights. All charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

WHEAT SCREENINGS.

- On Wheat* carrying a dockage of 5 per cent or more, after deducting $1\frac{1}{2}$ per cent of the gross weight for waste, a return will be made for the balance of the screenings.
No other returns for screenings will be made.
- If Disposition of Screenings* covered by outstanding returns is not received within 30 days from date of unload they may be disposed of for account of whom it may concern.

NO GRADE AND CONDEMNED GRAIN.

- All Tough, Damp, Wet, Condemned, Heating, Heated or Fire Burnt Grain* may always be refused. If received and stored it will be only under special contract and will always be at the owner's risk of deterioration. Except for immediate drying tough grain will only be received subject to 1 per cent shrinkage for moisture.

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IV.—FORT WILLIAM AND PORT ARTHUR TERMINALS.

TARIFF OF PUBLIC TERMINAL ELEVATOR CHARGES FOR THE YEAR ENDING SEPTEMBER 1, 1915.

(Effective September 1, 1914.)

RATES

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act, 1912:—

Elevation, not otherwise specified; receiving, elevating, cleaning, spouting, insurance against fire and storage for the first fifteen days—Three-quarters of one cent ($\frac{3}{4}$ c) per bushel.

Storage, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—One-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On Grain carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of—One cent (1c) per bushel.

For each subsequent separation, computed on balance for separation, a further charge of—One cent (1c) per bushel.

On Mixed Grains handled as mixtures; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days—One and one-half cents ($1\frac{1}{2}$ c) per hundred pounds.

On Mixed Grains handled as mixtures; storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On Wheat carrying a return of screenings, an additional cleaning charge of—One-half of one cent ($\frac{1}{2}$ c) per bushel.

On Tough Grain, drying—One and one-half cents ($1\frac{1}{2}$ c) per bushel.

On Damp or Wet Grain, drying—Four cents (4c) per bushel.

On Screenings: elevating, spouting, insurance against fire, and storage for the first fifteen days—Two cents (2c) per hundred pounds.

On Screenings: storage, including insurance against fire, for each succeeding day or part thereof after the first fifteen days—One-tenth of one cent ($\frac{1}{10}$ c) per hundred pounds.

On Bulkheads, for their removal and other additional expense in handling and unloading car—Three dollars (\$3) for each bulkhead.

For Preparing Cars for Flax Shipments—Two dollars (\$2) for each car.

Unspecified Grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

All charges for cleaning, drying, or other treatment will be computed on gross weights; for elevation and storage, on net weights. All charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

WHEAT SCREENINGS.

On Wheat carrying a dockage of 5 per cent or more, after deducting $1\frac{1}{2}$ per cent of the gross weight for waste, a return will be made for the balance of the screenings. No other returns for screenings will be made.

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If Disposition of Screenings covered by outstanding returns is not received within 30 days from date of unload they may be disposed of for account of whom it may concern.

NO GRADE AND CONDEMNED GRAIN.

All Tough, Damp, Wet, Condemned, Heating, Heated or Fire Burnt Grain may always be refused. If received and stored it will be only under special contract and will always be at the owner's risk of deterioration.

ALLOWANCE FOR INVISIBLE LOSS AND SHRINKAGE.

On all Grain received deduction from the gross weight to cover invisible loss and shrinkage in handling will be made as follows:—

On Wheat.. . . . .	..30 lbs. per car
On Flax.. . . . .	..28 “ “ “
On Oats.. . . . .	..50 “ “ “
On Barley.. . . . .	..50 “ “ “

V.—RULES AND REGULATIONS APPLICABLE TO ELEVATORS OPERATING UNDER THE CANADA GRAIN ACT AS “HOSPITAL ELEVATORS.”

1. “Terminal elevator” includes every elevator or warehouse which receives or ships grain, and is located at any point declared by the Governor-in-Council to be a terminal.

2. (a) There may be such number of hospital elevators as are determined by the board, which shall be governed by such regulations and restrictions as are imposed by the board.

(b) Any such elevator shall be required to take out a license and furnish a bond in such amount as the board determines.

(c) Notwithstanding anything in the Canada Grain Act, but subject nevertheless to the provisions of section 99 and sub-section 5 of section 115 of the Canada Grain Act, grain which is being shipped out from an hospital elevator shall, at the request of the owner or possessor thereof or his authorized agent, be inspected and graded and the grade so arrived at shall be the grade thereof.

3. (a) When grain shipped from any elevator is being systematically reduced in quality below the general average quality of the grain of similar grades in the bins of the terminal elevators, the chief inspector shall instruct inspection officers that no such grain shall be allowed to pass inspection except on a lower grade.

(b) The inspectors shall at all times keep careful watch on grain received into terminal elevators, and, if they find any such grain as aforesaid being received shall at once notify the chief inspector, who shall make an investigation forthwith and take action accordingly.

4. No grain that has been subject to scouring or treatment by use of lime or sulphur shall be graded higher than No. 3.

5. Every public elevator operator who allows the grain in a car which has been ordered out of his elevator, for which a bill of lading has been signed and from which a sample of grain has been drawn for inspection as provided in sub-section 3 of section 91 of the Canada Grain Act, to be returned, without the permission of the chief inspector, to the elevator from which it was loaded, shall, for each offence, be liable to a penalty not exceeding fifty dollars.

6. In the case of grain which is being shipped east from any public elevator in the division, the sample for inspection shall not be drawn from any car until the car has been billed for shipment, by the railway company.

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7. Hospital elevators are prohibited from taking into their elevators, No. 1 Hard, No. 1 Northern and 2 Northern wheat.

8. Hospital elevators will have official weighing in and weighing out.

9. Under section 124, sub-section 3, grading out is permitted but same must conform to statutory requirements.

VI.—TARIFF OF PUBLIC ELEVATORS IN THE EASTERN DIVISION.

There are nearly 3,000 country elevators in the western division with a capacity of 87,000,000 bushels. There are 4 interior terminal elevators in the western division with a capacity of 10,500,000 bushels, and there are 13 lake terminal elevators in the western division with a capacity of 41,100,000 bushels.

The Board of Grain Commissioners regulates the tariffs of all these elevators. The procedure of the board is as follows:

The tariffs are filed in the month of September. They are made known to interested parties, and if there are any objections to the tariffs or any changes desired, the Board hold sessions, hears evidence for and against, and gives its decision as quickly as is possible.

In regulating the tariffs the Board holds certain principles in view:

1st. That the tariffs should be shown to be reasonable.

2nd. That as far as possible tariffs should be uniform, that is to say, elevators similarly circumstanced, performing similar service, should operate under a uniform tariff.

3rd. That the published statement of the tariff in form should be simple, intelligible and unambiguous.

There are, accordingly, three tariffs in the west: one for country elevators, one for the Government interior terminals and one for the lake terminals; and the board consider that the form of each of the tariffs of the western elevators is simple, intelligible and unambiguous, and that there is a large body of evidence to show that upon the whole the tariffs are reasonable.

In the eastern division there are 21 public elevators with a total capacity of 28,550,000 bushels. Neither in number, nor in capacity, nor in the volume of business done are the elevators of the eastern division equal to those of the western division. It would seem, therefore, to be not impossible to have the tariffs of the eastern elevators in as satisfactory a shape as those of the western elevators, but as a matter of fact, the tariffs of the eastern elevators are not on a satisfactory basis.

The eastern elevators are located at different points. Their tariffs are regulated by different authorities and each elevator publishes its own tariff. Any one taking the whole of these tariffs will experience considerable difficulty in comparing the one with the other, and considerable difficulty in interpreting some of the items.

In order to make the matter plain the board has analyzed the tariffs of the eastern elevators, and set them forth in the following tables.

It will be noticed that these tariffs do not appear to have considered uniformity at all. For example, the lake port elevators have one tariff for winter and another for summer, but the elevators vary much in regard to dividing the year into the two parts. Five of the elevators, viz., Tiffin, Collingwood, Depot Harbour, Midland, and Port McNicoll, divide the year into two periods, one period beginning December 16 and ending August 31. The elevator at Goderich divides the year into two periods, one period beginning April 1 and ending September 1. Port Colborne divides it into two periods, one period begins May 1 and ends November 15. Prescott and Kingston take as their dividing dates, May 1 and November 30.

Again, in regard to the insurance, the Government elevators at Port Colborne, Halifax, and St. John appear to provide for insurance. The Harbour Commissioners at Montreal appear to provide for insurance after the expiration of the free storage

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period, and the other elevators do not provide for it. Again, the free storage period varies in these elevators. Thus, taking the season from May 1 to August 31, some of the elevators give thirty days free storage on domestic grain, others give twenty days and others fifteen days. In the season from September 1 to November 30 on domestic grain some give fifteen days and some ten days. During the season from November 16 to December 15 on domestic grain some give no free storage, some give ten days and others fifteen days. During the period from December 16 to April 30 some give no free storage period on domestic grain, some give thirty days and some give twenty days. There is a corresponding lack of uniformity in the free storage period for export grain.

The free storage period is, of course, a real part of the tariff. There are, however, other variations in the tariff itself. Further, there is a tendency in the lake port elevators to treat domestic grain differently from export, a tendency which requires very careful study.

The tariffs, therefore, of the eastern elevators taken as a group are lacking as regards uniformity, and shippers of grain have some reason to complain of the fact. It may be difficult to secure uniformity in all the tariffs, or even in a considerable number of them, but an attempt should certainly be made.

Some of the clauses in some of these tariffs are difficult to interpret, and cases have arisen where the difficulties in interpretation have been acute.

An Order in Council was recently passed giving the Board of Grain Commissioners authority to regulate the tariffs of some of the elevators hitherto not within their jurisdiction. The legality of this Order in Council has been challenged and the matter has not been decided. For this and other reasons the Order in Council is a dead letter. It is a simple fact that at the present moment no one body has the authority to regulate all these tariffs, and the variations, ambiguities and confusions are likely to remain.

COMPARATIVE STATEMENT—Showing the difference between the Tariff of Charges in effect at the Public Elevators—Bay Ports.

	PORT COLBORNE.	TIFFIN.	COLLINGWOOD.
1. Season—May 1 to August 31. Domestic grain—Elevating from vessels to cars. Export Grain— Storage for each succeeding period or part thereof	$\frac{1}{2}$ c. per bus. (30 days free storage). $\frac{1}{4}$ c. " (30 ") $\frac{1}{4}$ c. per bushel. 10 days, $\frac{1}{4}$ c. per bushel.	$\frac{1}{2}$ c. per bus. (30 days free storage). $\frac{1}{4}$ c. " (30 ") 15 days, $\frac{1}{4}$ c. per bushel.	$\frac{1}{2}$ c. per bus. (20 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—15 days, $\frac{1}{4}$ c. per bushel. Export—1-50c. per bushel per day.
2. Season—Sept. 1 to Nov. 15. Domestic Grain—Elevating from vessels to cars. Export Grain— Storage for each succeeding period or part thereof	$\frac{1}{2}$ c. per bus. (30 days free storage). $\frac{1}{4}$ c. " (30 ") $\frac{1}{4}$ c. per bushel. 10 days, $\frac{1}{4}$ c. per bushel.	$\frac{1}{2}$ c. per bus. (15 days free storage). $\frac{1}{4}$ c. " (15 ") 15 days, $\frac{1}{4}$ c. per bushel.	$\frac{1}{2}$ c. per bus. (10 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—10 days, $\frac{1}{4}$ c. per bushel. Export—1-50c. per bushel per day.
3. Season—Nov. 16 to Dec. 15. Domestic Grain—Elevating from vessels to cars. Export Grain— Storage for each succeeding period or part thereof	$\frac{1}{2}$ c. per bus. (no free storage period) $\frac{1}{4}$ c. " (") $\frac{1}{4}$ c. per bushel. 15 days, $\frac{1}{4}$ c. per bushel.	$\frac{1}{2}$ c. per bus. (15 days free storage). $\frac{1}{4}$ c. " (") 15 days, $\frac{1}{4}$ c. per bushel.	$\frac{1}{2}$ c. per bus. (10 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic, 10 days, $\frac{1}{4}$ c. per bushel. Export—1-50c. per bushel per day.
4. Season—Dec. 16 to April 30. Domestic Grain—Elevating from vessels to cars. Export Grain— Storage for each succeeding period or part thereof	$\frac{1}{2}$ c. per bush. (no free storage period) $\frac{1}{4}$ c. " (") 15 days, $\frac{1}{4}$ c. per bushel.	$\frac{1}{2}$ c. per bush. (30 days free storage) $\frac{1}{4}$ c. " (30 ") 15 days, $\frac{1}{4}$ c. per bushel.	$\frac{1}{2}$ c. per bush. (20 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—15 days, $\frac{1}{4}$ c. per bushel. Export—1-50c. per bushel per day.
Lighterage from vessel to vessel, for Welland Canal during Season May 1 to Nov. 15 (including shovelling)	$\frac{3}{4}$ c. per bush. (15 days free storage).		
Insurance	Included in elevation and storage charges.	Not mentioned in Tariff.	No insurance included in charges.
Shovelling	$\frac{1}{4}$ c. per bushel.	Extra—rate not quoted.	Extra—rate not quoted.
Turning			$\frac{1}{4}$ c. per bushel.
Periods covered by each season in Tariff of Charges.	Summer season—May 1 to Nov. 15. Winter season—Nov. 15 to April 30.	December 16 to August 31. September 1 to December 15.	December 16 to August 31. September 1 to December 15.

COMPARATIVE STATEMENT—Showing the difference between the Tariff of Charges in effect of the Public Elevators—Bay Ports.—*Con.*

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GRAIN STATISTICS

	DEPOT HARBOUR.	GODERICH.	MIDLAND.
1. Season—May 1 to August 31. Domestic Grain—Elevating from vessels to cars.. Export Grain— Storage for each succeeding period or part thereof	$\frac{1}{2}$ c. per bush. (20 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—15 days, $\frac{1}{8}$ c. per bushel.. Export—1-50c. per bushel per day....	$\frac{1}{2}$ c. per bush. (30 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—15 days, $\frac{1}{8}$ c. per bushel.. Export—15 days, $\frac{1}{8}$ c. per bushel....	$\frac{1}{2}$ c. per bush. (20 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—15 days, $\frac{1}{8}$ c. per bushel. Export—1-50c. per bushel per day.
2. Season—Sept. 1 to Nov. 15. Domestic Grain—Elevating from vessels to cars.. Export Grain— Storage for each succeeding period or part thereof	$\frac{1}{2}$ c. per bush. (10 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—10 days, $\frac{1}{4}$ c. per bushel.. Export—1-50c. per bushel per day....	$\frac{1}{2}$ c. per bush. (10 days free storage). $\frac{1}{4}$ c. " (10 ") Domestic—10 days, $\frac{1}{4}$ c. per bushel.. Export—10 days, $\frac{1}{4}$ c. per bushel.....	$\frac{1}{2}$ c. per bush. (10 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—10 days, $\frac{1}{4}$ c. per bushel. Export—1-50c. per bushel per day.
3. Season—Nov. 16 to Dec. 15. Domestic Grain—Elevating from vessels to cars.. Export Grain— Storage for each succeeding period or part thereof	$\frac{1}{2}$ c. per bush. (10 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—10 days, $\frac{1}{4}$ c. per bushel.. Export—1-50c. per bushel per day....	{ Nov. 15 to May 1, 1c. per bush..... } for all or any part.	$\frac{1}{2}$ c. per bush. (10 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—10 days, $\frac{1}{4}$ c. per bushel. Export—1-50c. per bushel per day.
4. Season—Dec. 16 to April 30. Domestic Grain—Elevating from vessels to cars.. Export Grain— Storage for each succeeding period or part thereof	$\frac{1}{2}$ c. per bush. (20 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—15 days, $\frac{1}{8}$ c. per bushel.. Export—1-50c. per bush. per day.....	{ Nov. 15 to May 1, 1c. per bush..... } for all or any part.	$\frac{1}{2}$ c. per bush. (20 days free storage). $\frac{1}{4}$ c. " (30 ") Domestic—15 days, $\frac{1}{8}$ c. per bushel. Export—1-50c. per bush. per day.
Lighterage from vessel to vessel, for Welland Canal, during season May 1st to Nov. 15th (including shovelling).....	.....	.....	.....
Insurance.....	Rates do not include insurance.....	Rates do not include insurance.....	Rates do not include insurance.
Shovelling.....	Extra—rate not quoted.....	\$3 per 1,000 bushels.....	Extra—rate not quoted.
Turning.....	$\frac{1}{8}$ c. per bushel.....	$\frac{1}{8}$ c. per bushel.....	.....
Periods covered by each season in Tariff of Charges.	December 16 to August 31..... September 1 to December 15.....	Spring and Summer season— April 1 to September 1. Fall and Winter Season— September 1 to May 1.	December 16 to August 31. September 1 to December 15.

CHAPTER 7.

SURPLUSES AND SHORTAGES IN TERMINAL ELEVATORS.

A SUMMARY OF THE WEIGH-UP OF ALL THE TERMINAL ELEVATORS,
SHOWING THE QUANTITY OF THE VARIOUS SURPLUSES AND
DEFICITS AS AT JULY 31, 1914.

STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914.

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustments.	Surplus.	Shortage.
<i>Wheat</i> —	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Sundries.....	3,255-50	31,338-50	28,083-00	.....	.....	28,083-00	.....
Two Alberta Red Winter.....	2,707-10	3,641-00	933-50	.....	.....	933-50	.....
Feed Wheat.....	110-40	.....	.....	110-40	110-40 to Feed	.....	.....
Number Six.....	.....	405-30	405-30	.....	.....	294-50	.....
Number Four.....	1,389-00	54-30	.....	1,334-30	1,334-30 to No. 4	.....	.....
Three Northern.....	1,187-30	2,752-10	1,564-40	.....	.....	230-10	.....
Two Northern.....	24,131-50	24,131-50	.....	.....	.....	.....	.....
One Northern.....	102,341-10	203,361-00	101,019-50	.....	.....	101,019-50	.....
One Hard.....	5,835-10	7,671-20	1,836-10	.....	.....	1,836-10	.....
Totals.....	140,953-20	273,356-10	133,843-00	1,445-10	Total surplus....	132,397-50	.....
<i>Oats</i> —	100-00	13,010-00	12,910-00	250-00	.....	12,910-00	.....
Sundries.....	1,940-10	1,690-10	.....	.....	.....	.....	.....
Two Feed.....	.....	1,658-08	1,658-08	.....	250-00 to 2 Fd.	1,408-08	.....
Extra One Feed.....	.....	8,493-08	2,592-02	.....	.....	2,592-02	.....
Three C. W. Oats.....	5,901-06	27,831-16	.....	10,082-29	.....	.....	4,254-21
Two C. W. Oats.....	37,914-11	5,828-08	3,956-26	.....	5,828-08 to 2 CW..	.....	1,871-16
One C. W.....	1,871-16	.....	.....	.....	.....	.....	.....
Totals.....	47,727-09	58,511-16	21,117-02	10,332-29	Total surplus....	10,784-07	.....
<i>Barley</i> —	1,318-20	8,811-02	7,492-30	.....	.....	7,492-30	.....
Sundries.....	5,020-44	5,020-44	.....	.....	.....	.....	.....
Rejected.....	2,990-40	3,681-22	690-30	.....	.....	690-30	.....
Four C. W. Barley.....	.....	{7,046-22}	Owing to C.P.R.	from Eastern.	.....	.....	.....
Three C. W. Barley.....	10,897-34	{3,851-12}	.....	.....	.....	.....	.....
Extra Three C. W. Barley.....	158-46	158-46	.....	.....	.....	.....	.....
Totals.....	20,386-40	28,570-04	8,183-12	.....	Total surplus....	8,183-12	.....
<i>Flax</i> —	3,080-20	3,080-20	.....	.....	.....	.....	.....
Three C. W. Flax.....	894-30	.....	.....	894-30	.....	.....	.....
Two C. W. Flax.....	62,030-06	62,924-36	894-30	.....	894-30 to 2 CW..	.....	.....
One N. W. C. Flax.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	66,005-00	66,005-00	894-30	894-30	.....	.....	.....
<i>Mixed Grain</i> —	59,240 lbs.	1,096,970 lbs.	1,037,730 lbs.	.....	Total surplus....	1,037,730 lbs.	.....
Rejected Mixed Grain.....	.....	.....	.....	.....	.....	.....	.....

EMPIRE ELEVATOR (INCLUDING THUNDER BAY ELEVATOR).
STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914.

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustment.	Surplus.
<i>Wheat—</i>						
Sundries.....	Bush. 14,125-50	Bush. 23,548-40	Bush. 9,422-50	Bush. 47-20	Bush.	Bush. 9,422-50
Number Four.....	923-00	875-40	.....	.....	.....	.....
Three Northern.....	5,930-20	10,121-40	4,191-20	.....	47-20 to No. Four	4,141-00
Two Northern.....	41,360-00	41,765-20	405-20	.....	.....	405-20
One Northern.....	49,833-20	159,894-30	110,061-10	.....	.....	110,061-10
One Hard.....	.....	17-40	17-40	.....	.....	17-40
Totals.....	112,172-30	236,223-30	124,098-20	47-20	.....	124,051-00
Also shipment of No. Five uncanceled.....	.....	.....	.....	.....	Total surplus...	5,314-40
.....	.....	.....	.....	.....	.....	129,365-40
<i>Oats—</i>						
Condemned.....	.....	6,668-18	6,668-18	.....	.....	6,668-18
Sundries.....	6,951-16	5,053-18	.....	1,897-32	.....	.....
Two Feed Oats.....	13,907-02	13,965-08	58-06	.....	58-06 to Sundries	.....
One Feed Oats.....	2,197-02	2,197-02	.....	.....	.....	.....
Three C. W. Oats.....	20,021-06	19,018-28	.....	1,002-12	.....	.....
Two C. W. Oats.....	60,911-26	68,409-26	7,498-00	.....	{1,839 26 to } Sundries. { 1,002-12 to } 3 C. W. }	4,655-30
Totals.....	103,988-18	115,312-32	14,224-24	2,900-10	Total surplus...	11,324-14
<i>Barley—</i>						
Sundries.....	2,052-46	2,052-46	.....	.....	.....	.....
Four C. W. Barley.....	13,759-04	15,708-07	1,949-03	.....	.....	1,949-03
Three C. W. Barley.....	3,930-40	23,738-41	19,808-01	19,808-01
Totals.....	19,742-42	41,499-46	21,757-04	Total surplus...	21,757-04

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Flax—	946-50	946-50
Sundries.....	1,562-02	1,497-25
Three C. W. Flax.....	15,355-48	14,811-44	64-33 to 3 C. W.	10,539-28
Two C. W. Flax.....	351,980-42	363,128-51	.....	.....	608-37 to 2 C. W.	10,539-28
One N. W. C. Flax.....			11,148-09			
Totals.....	369,845-30	380,385-02	11,148-09	608-37	Total surplus....	10,539-28

CONSOLIDATED ELEVATOR.
STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustments.	Surplus.	Shortage.
<i>Wheat—</i>							
Sundries.....	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
No. Five.....	17,014-00	16,464-00	.....	550-00	.....	.....	.....
No. Four.....	138-10	92-40	.....	45-30	92-40 to Sundries	.....	.....
Three Northern.....	4,191-20	4,208-00	16-40	.....	457-20 to Sundries	.....	.....
Two Northern.....	8,176-20	11,529-40	3,353-20	.....	138-10 to No. 5	2,774-30	.....
One Northern.....	8,290-10	8,293-20	3-10	.....	578-50 to No. 4	3-10	.....
One Hard.....	141,674-00	156,749-10	15,075-10	.....	.....	15,075-10	.....
	4,065-00	4,140-10	75-10	.....	.....	75-10	.....
Totals.....	183,549-00	201,477-00	18,523-30	595-30	Total surplus....	17,928-00	.....
<i>Oats—</i>							
Sundries.....	8,456-16	8,070-00	.....	386-16	.....	.....	386-16
Two Feed Oats.....	6,516-26	5,014-14	.....	1,502-12	.....	.....	1,502-12
Three C. W. Oats.....	23,492-22	22,730-20	.....	761-28	.....	.....	761-28
Two C. W. Oats.....	33,735-04	33,735-04	.....	.....	.....	.....	.....
One C. W. Oats.....	1,844-24	1,844-24	.....	.....	.....	.....	.....
Totals.....	74,045-20	71,394-28	.....	2,650-22	Total shortage..	.....	2,650-22
<i>Barley—</i>							
Feed Barley.....	3,261-12	3,253-06	.....	8-06	.....	.....	.....
Rejected Barley.....	2,077-34	2,166-22	88-36	.....	8-06 to Feed Barley.	80-30	.....
Four C. W. Barley.....	14,567-44	14,899-38	331-42	.....	.....	331-42	.....
Three C. W. Barley.....	6,284-36	7,498-24	1,213-36	1,213-36
Totals.....	26,191-30	27,817-42	1,634-18	8-06	Total surplus....	1,626-12

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<i>Flax</i> — Sundries..... No. 3 C. W. Flax..... Two C. W. Flax..... One N. W. C. Flax..... Totals.....	792-20 793-55 10,966-42 222,675-30	531-42 603-18 3,980-08 234,674-28 11,998-54	260-34 189-37 6,986-34 7,436-49 to 2 C. W. 260-34 to Sundries 450-15 to Three C. W. 4,561-05
	235,228-35	239,789-40	11,998-54	Total surplus....	4,561-05
	207,792 lbs.	178,790 lbs.	.....	Total shortage..	29,002 lbs.
	Mixed Grain— Rejected Mixed Grain.....				

OGILVIE'S ELEVATOR.
STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914.

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustments.	Surplus.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
<i>Wheat</i> —						
Sundries.....	28,484-40	30,076-00	1,591-20			1,591-20
No. Four.....	1,763-50	2,175-50	412-00			412-00
Three Northern.....	3,218-10	5,683-40	2,465-30			2,465-30
Two Northern.....	136,386-40	133,397-20		2,989-20		
One Northern.....	205,256-00	214,722-10	9,466-10		2,989-20 to 2 Nor	6,476-50
One Hard.....	1,039-30	1,170-20	130-50			130-50
Totals.....	376,148-50	387,225-20	14,065-50	2,989-20		11,076-30
Also uncanceled Shipment of No. 5.....						670-00
					Total surplus....	11,746-30
<i>Oats</i> —						
Sundries.....	6,161-06	6,264-24	103-18			103-18
Two Feed Oats.....	17,540-20	18,758-18	1,217-32			1,217-32
Three C. W. Oats.....	1,924-30	1,816-16		108-14		
Two C. W. Oats.....	9,780-23	12,266-16	2,485-27		108-14 to 3 C. W.	2,377-13
One C. W. Oats.....	201-16	201-16				
Totals.....	35,608-27	39,307-22	3,807-09	108-14	Total surplus....	3,698-29
<i>Barley</i> —						
Feed.....	1,767-18	1,575-10		192-08		
Rejected.....	3,335-30	3,024-38		310-40	192-08 to Feed	
Four C. W. Barley.....	8,552-24	9,148-38	586-14		503-00 to Rejected.	93-14

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Three C. W. Barley.....	644-44	2,450-20	1,805-24	1,805-24
Totals.....	14,300-20	16,199-10	2,401-38	Total surplus....	1,898-38
<i>Mixed Grain—</i>					
Rejected Mixed Grain.....	88,730 lbs.	88,730 lbs.			60,000 lbs.
Also shipment uncanceled.....					60,000 lbs.
				Total surplus....	

WESTERN TERMINAL ELEVATOR.
STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustments.	Surplus.	Shortage.
<i>Wheat—</i>	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Sundries.....	8,081-50	8,220-00	138-10			138-10	
2 Alta. Red Winter Feed.....	2,842-30	2,899-10	56-40			56-40	
No. Six.....	43-30			43-30			
	28-40			28-40			
No. Five.....	286-20			286-20	43-30 to Feed.. 28-40 to No. 6. 286-20 to No. 5.	18,399-40	
No. Four.....	3,457-50	22,216-00	18,758-10				
Three Nor.....	19,809-30	19,715-40		93-50			
Two Northern.....	9,078-30	3,716-50		5,361-40			
One Northern.....	76,502-40	89,296-50	12,794-10		93-50 to 3 Nor.. 5,361-40 to 2 Nor.	7,338-40	
One Hard.....	1,115-10	6,422-50	5,307-40			5,307-40	
Totals.....	121,246-30	152,487-20	37,051-50	5,814-00		31,240-50	
Also shipments uncanceled—							
2 Northern.....						10,000-00	
1 Northern.....						20,000-00	
					Total surplus....	61,240-50	
<i>Oats—</i>							
Two Feed Oats.....	1,910-20	2,950-30	1,040-10			1,040-10	
Three C. W. Oats.....	7,924-01	9,705-10	1,781-06			1,781-06	
Two C. W. Oats.....	8,082-02	10,006-26	1,924-24			1,924-24	
1 C. W. Oats.....	685-20	685-20					
Totals.....	18,602-12	23,348-18	4,746-06		Total surplus....	4,746-06	
<i>Barley—</i>							
Rejected.....	25-20	18-06		7-14			7-14
					Total shortage..		7-14

SESSIONAL PAPER No. 10d

<i>Flax—</i> Sundries..... Three C. W. Flax..... Two C. W. Flax..... One N. W. C. Flax..... Totals.....	53-14 51-25 9,103-23 487,840-30	24-13 4,426-39 490,192-04	..... ..... ..... 2,351-30	29-01 51-25 4,676-40 .....	..... ..... ..... 2,351-30 to 2CW	29-01 51-25 2,325-10
	497,048-36	494,643-00	2,351-30	4,757-10	Total shortage..	2,405-36
	16,420 lbs.			16,420 lbs.		
				Total shortage..		16,420 lbs.
<i>Mixed Grain—</i> Rejected Mixed Grain.....						

GRAIN GROWERS' GRAIN COMPANY'S ELEVATOR.
STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914.

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustments.	Surplus.	Shortage.
<i>Wheat—</i>							
Sundries.....	Bush. 2, 252-40	Bush. 6, 681-10	Bush. 4, 428-30	Bush.	Bush.	Bush. 4, 428-30	Bush.
Number Five.....	835-30	807-00	.....	28-30	.....	.....	.....
Number Four.....	4, 179-50	4, 144-50	.....	35-00	28-30 to No. 5	.....	.....
No. 4 Red Winter.....	98-30	3, 342-10	3, 243-40	.....	.....	3, 243-40	.....
3 Alta. Red Winter.....	.....	76-20	76-20	.....	.....	76-20	.....
2 Alta. Red Winter.....	.....	75-50	75-50	.....	.....	75-50	.....
Three Northern.....	.....	11, 463-30	5, 026-00	.....	63-30 to No. 4	4, 962-30	.....
Two Northern.....	6, 437-30	33, 689-40	.....	1, 932-50	1932-50 to 2 Nor.	.....	.....
One Northern.....	35, 622-30	207, 701-40	5, 778-10	250-00	.....	3, 845-20	250-00
One Hard.....	201, 923-30	5, 264-30	.....	.....	.....	.....	.....
Totals.....	5, 514-30	273, 246-40	18, 628-30	2, 246-20	Total surplus....	16, 382-10	.....
<i>Oats—</i>							
Rejected.....	.....	251-26	251-26	.....	.....	251-26	.....
Two Feed Oats.....	8, 181-16	7, 678-28	.....	502-22	.....	.....	.....
Three C. W. Oats.....	30, 290-00	37, 159-24	6, 869-24	.....	502-22 to 2 Feed	6, 367-02	.....
Two C. W. Oats.....	101, 461-26	113, 673-28	12, 212-02	.....	.....	12, 212-02	.....
One C. W. Oats.....	1, 867-02	1, 753-08	.....	113-28	.....	.....	113-28
Totals.....	141, 800-10	160, 517-12	19, 333-18	616-16	Total surplus....	18, 717-02	.....
<i>Barley—</i>							
Rejected.....	.....	3, 880-10	.....	310-00	.....	.....	.....
Four C. W. Barley.....	4, 190-10	4, 457-42	.....	2, 500-30	310-00 to Re- jected	.....	.....
Three C. W. Barley.....	6, 958-24	17, 930-10	11, 938-06	2810-30 to 3 C. W.	9, 127-24
Totals.....	5, 992-04	26, 268-14	11, 938-06	2, 810-30	Total surplus....	9, 127-24

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<i>Rye—</i>	25-30	25-30	25-30
Rejected.....						
<i>Mixed Grain—</i>						
Rejected Mixed Grain.....	369,840 lbs.	758,080 lbs.	388,240 lbs.	Total surplus....	388,240 lbs.

FORT WILLIAM ELEVATOR.
STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914.

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustments.	Surplus.	Shortage.
<i>Wheat—</i>							
Sundries.....	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Feed.....	13,314-20	13,872-20	558-00			558-00	
No. Five.....	193-20	443-50	250-30			250-30	
No. Four.....	2,801-10	2,846-50	45-40			45-40	
Three Northern.....	7,661-00	7,516-20		144-40			
Two Northern.....	2,736-30	3,233-50	497-20		144-40 to No. 4	352-40	
One Northern.....	4,659-50	4,678-10	18-20			18-20	
One Hard.....	25,445-20	30,600-40	5,155-20			5,155-20	
	413-10	413-10					
Totals.....	57,224-40	63,605-10	6,525-10	144-40	Total surplus....	6,380-30	
<i>Oats—</i>							
Sundries.....	5,028-28	5,025-10		3-18			
No. 2 Mixed Oats.....	1,786-06	1,782-12		3-28			
Two Feed Oats.....	13,404-14	13,713-24	309-10		3-18 to Sundries.	305-26	
One Feed Oats.....	1,175-30	1,176-16	-20			-20	
Extra One Feed Oats.....	2,521-26	2,465-20		56-06			
Three C. W. Oats.....	34,089-24	34,089-24			54-06 to Ex 1 Fd.		
Two C. W. Oats.....	57,903-30	62,851-26	4,945-30		3-28 to 2 Mixed		
					56-06 to 3 C.W..	4,885-30	
One C. W. Oats.....	209-14	213-08	3-28			3-28	
Totals.....	116,122-02	121,318-04	5,259-20	63-18	Total surplus....	5,196-02	
<i>Barley—</i>							
Rejected.....		742-14	742-14			742-14	
Four C. W. Barley.....	2,375-41	2,555-11	179-18			179-18	
Three C. W. Barley.....	1,218-46	6,055-20	4,836-22			4,836-22	
Totals.....	3,594-39	9,352-45	5,758-06		Total surplus....	5,758-06	

SESSIONAL PAPER No. 10d

<i>Flax—</i> Sundries..... Three C. W. Flax..... Two C. W. Flax..... One N. W. C. Flax.....	8,316-17	7,604-30	.....	711-43 321-54 4,332-53 .....	.....	711-43 321-54 4,067-35
	339,511-41	339,777-03	265-18	.....	265-18 to 2 CW.	.....
	364,854-19	359,752-55	265-18	5,366-38	Total shortage..	5,101-20
	99,800 lbs.	99,400 lbs.	.....	400 lbs.	Total shortage..	400 lbs.
<i>Mixed Grain—</i> Rejected Mixed Grain.....						

EASTERN TERMINAL ELEVATOR.
STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustments.	Surplus.	Shortage.
<i>Wheat—</i>							
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Sundries.....	11,368-00	21,048-00	9,680-00	20-00	.....	9,680-00	20-00
No. Four Wheat.....	566-40	546-40	.....	884-00	.....	.....	764-30
Three Northern.....	884-00	.....	.....	.....	.....	.....	.....
Two Northern.....	10,376-20	10,495-50	119-30	.....	119-30 to 3 Nor.	.....	.....
One Northern.....	16,318-10	11,615-50	.....	4,702-20	.....	.....	4,702-20
Totals.....	39,513-10	43,706-20	9,799-30	5,606-20	Total surplus....	4,193-10	.....
<i>Oats—</i>							
Sundries.....	9,606-06	8,677-32	.....	928-08	928-08 to Sundries	641-16	.....
Two Feed Oats.....	532-12	2,102-02	1,569-24	.....	.....	532-12	.....
Three C. W. Oats.....	20,670-31	21,203-09	532-12	.....	.....	2,939-09	.....
Two C. W. Oats.....	66,916-26	69,856-01	2,939-09	.....	.....	.....	74-24
One C. W. Oats.....	74-24	.....	.....	74-24	.....	.....	.....
Totals.....	97,800-31	101,839-10	5,041-11	1,002-32	Total surplus....	4,038-13	.....
<i>Barley—</i>							
Sundries.....	669-08	668-36	-20
Four C. W. Barley.....	1,705-40	1,943-46	238-06	-02 to Sundries	237-52

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Three C. W. Barley.....	444-38
Extra Three C. W. Barley.....	818-46
Totals.....	3,638-36
<i>Mixed Grain—</i>						
Rejected Mixed Grain.....	45,100 lbs.	.....	.....	.....	.....	.....
		416,550 lbs.	.....	.....	.....	.....
		371,450 lbs.	.....	.....	.....	.....
		3,877-24	.....	.....	.....	.....
		820-00	.....	.....	.....	.....
		444-38	.....	.....	.....	.....
		1-02	.....	.....	.....	.....
		-20	.....	.....	.....	.....
		Total surplus....	.....	.....	.....	.....
		238-36	.....	.....	.....	.....
		1-02	.....	.....	.....	.....
		371,450 lbs.	.....	.....	.....	.....
		371,450 lbs.	.....	.....	.....	.....

SESSIONAL PAPER No. 10d

<i>Flax</i> —									
Sundries.....	2,457-12	4,390-22	1,933-10	.....	.....	.....	1,933-10	.....	128-16
Three C. W. Flax.....	2,095-16	1,967-00	.....	.....	.....	.....	.....	.....	414-22
Two C. W. Flax.....	8,521-53	8,107-31	.....	.....	.....	.....	.....	.....	7,451-09
One N. W. C. Flax.....	219,702-41	212,251-32	.....	.....	.....	.....	.....	.....
Totals.....	232,777-10	226,716-29	1,933-10	7,993-47	Total shortage..	.....	.....	6,060-37	
<i>Mixed Grain</i> —									
Rejected Mixed Grain.....	76,950 lbs.	280,910 lbs.	203,960 lbs.	.....	.....	.....	203,960 lbs.	.....
Also shipment uncanceled.....	.....	.....	.....	.....	.....	.....	3,210,550 lbs.	.....
					Total surplus....	.....	3,414,510 lbs		

CANADIAN NORTHERN ELEVATOR.
STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914.

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustments.	Surplus.	Shortage.
<i>Wheat—</i>							
Sundries.....	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Feed.....	40,580-10	131,316-00	90,735-50	121-40		90,735-50	
Number Six.....	328-20	206-40		254-40			
Number Five.....	1,044-20	789-40		189-00			
Number Four.....	1,413-10	1,224-10			121-40 to Feed		
	3,057-40	4,112-40	1,055-00		254-40 to No. 6	489-40	
Three Northern.....	33,033-10	25,852-30		7,180-40	189-00 to No. 5		7,180-40
Two Northern.....	57,129-50	36,484-10		20,645-40			20,645-40
One Northern.....	177,891-50	173,855-40		4,036-10			3,889-30
One Hard.....	2,372-30	2,519-10	146-40				
Totals.....	316,851-00	376,360-40	91,937-30	32,427-50	Total surplus....	59,509-40	
<i>Oats—</i>							
Sundries.....	14,305-10	12,894-24		1,410-20	1,194-23 to Sundries		
Two Feed Oats.....	3,611-27	4,806-16	1,194-23		215-31 to Sundries	140-27	
One Feed Oats.....	2,087-24	2,444-14	356-24			992-12	4,601-00
Extra One Feed Oats.....	2,110-00	3,102-12	992-12				29,349-19
Three C. W. Oats.....	45,310-24	40,709-24		4,601-00			
Two C. W. Oats.....	156,317-09	126,967-24		29,349-19			
One C. W. Oats.....	2,275-30	2,275-30					
Totals.....	226,018-22	193,201-08	2,543-25	35,361-05			
Also shipment of Sample Oats uncanceled.....						61,090-10	
					Total surplus....	28,272-30	
<i>Barley—</i>							
Sundries.....	505-10			505-10			
Feed Barley.....	455-10	453-06		2-04	(505-10 to)		

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Rejected Barley.....	3,296-46	4,326-12	1,029-14	Sundries 2-04 to Feed }	522-00
Four C. W. Barley.....	17,390-40	15,958-02	1,432-38
Three C. W. Barley.....	6,241-05	25,534-31	19,293-26	.....	1,432-38 to 4 CW	17,860-36
Totals.....	27,889-15	46,272-03	20,322-40	1,940-04	Total surplus....	18,382-36
Flax—						
Sundries.....	617-34	768-49	151-15	.....	.....	151-15
Three C. W. Flax.....	1,077-09	1,699-28	622-19	.....	.....	622-19
Two C. W. Flax.....	32,370-07	24,396-02	.....	7,974-05	.....	7,857-46
One N. W. C. Flax.....	344,354-48	344,471-07	116-15	.....	116-15 to 2 C.W.	.....
Total.....	378,419-42	371,335-30	889-49	7,974-05	Total shortage..	7,084-12
Rye—						
Rejected Rye Mixed Oats.....	950-30	950-30	.....	.....	.....	.....
Mixed Grain—						
Rejected Mixed Grain.....	94,470 lbs.	274,270 lbs.	179,800 lbs.	.....	Total surplus....	179,800 lbs.

HORN & COMPANY'S ELEVATOR.
STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914.

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustments.	Surplus.	Shortage.
<i>Wheat—</i>							
Sundries.....	Bush. 9,518-10	Bush. 8,132-40	Bush.	Bush. 1,385-30	Bush.	Bush.	Bush. 1,385-30
Feed.....	929-00	.....	.....	929-00	.....	.....	929-00
Number Six.....	100-10	.....	.....	100-10	.....	.....	100-10
Number Four.....	513-20	.....	.....	513-20	.....	.....	513-20
Three Northern.....	3,436-40	1,544-40	.....	1,892-00	.....	.....	1,892-00
Two Northern.....	2,227-50	.....	.....	2,227-50	.....	.....	2,227-50
One Northern.....	2,937-40	.....	.....	2,937-40	.....	.....	2,937-40
Totals.....	19,662-50	9,677-20	.....	9,985-30	.....	6,228-30	9,985-30
Uncancelled Shipment of Sundries.....	.....	.....	.....	.....	Total shortage..	.....	3,757-00
<i>Oats—</i>							
Sundries.....	81-26	1,004-14	922-22	.....	.....	922-22	.....
Two Feed Oats.....	981-06	725-30	.....	255-10	.....	.....	145-09
One Feed Oats.....	296-30	403-08	106-12	.....	106-12 to 2 Feed	.....	.....
Three C. W. Oats.....	4,781-21	4,785-10	3-23	.....	3-23 to 2 Feed	.....	.....
Two C. W. Oats.....	7,869-30	.....	.....	7,869-30	.....	.....	7,869-30
Totals.....	14,011-11	6,918-28	1,032-23	8,125-06	Total shortage..	.....	7,092-17
<i>Barley—</i>							
Sundries.....	1,926-42	.....	.....	1,926-42	.....	.....	950-10
Four C. W. Barley.....	1,563-26	1,653-06	89-28	.....	89-28 to Sundries	.....	.....
Three C. W. Barley.....	887-04	887-04	887-04 to Sundries
Totals.....	3,490-20	2,540-10	976-32	1,926-42	Total shortage..	950-10

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<i>Flax—</i> Sundries..... Three C. W. Flax..... Two C. W. Flax..... One N. W. C. Flax..... Totals.....	4,241-36 766-05 361-21	575-39 3,316-55	2,955-34	4,241-36 190-22	2,955-34 to Sundries. 1,286-02 to Sundries 190-22 to 3 C. W.	1,070-20
	85,553-50	88,100-38	2,546-44			
	90,923-00	91,993-20	5,502-22	4,432-02	Total surplus....	1,070-20
<i>Mixed Grain—</i> Rejected Mixed Grain.....	31,655 lbs.	78,000 lbs.	46,345 lbs.		Total surplus....	46,345 lbs.

DOMINION GOVERNMENT ELEVATOR.
STATEMENT of Surplus or Shortage at Official Audit, July 31, 1914.

Grades.	Outstanding Warehouse Receipts.	In Store.	Over.	Short.	Adjustments.	Surplus.	Shortage.
<i>Wheat—</i>							
Sundries.....	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Number Five.....	21,419-30	21,492-00	72-30	.....	.....	72-30	592-10
Number Four.....	495-20	1,026-10	530-50	.....	.....	530-50	10,378-10
Three Northern.....	6,393-40	5,801-30	.....	592-10	.....	.....	5,832-00
Two Northern.....	24,441-40	14,063-30	.....	10,378-10	.....	.....	4,714-10
One Northern.....	21,786-20	15,954-20	.....	5,832-00	.....	.....	.....
One Hard.....	31,101-00	25,360-10	.....	5,740-50	.....	.....	.....
	1,067-40	2,094-20	1,026-40	.....	1,026-40 to One Nor.	.....	.....
Totals.....	106,705-10	85,792-00	1,630-00	22,543-10	Total shortage..	.....	20,913-10
<i>Oats—</i>							
Sundries.....	6,291-02	9,228-18	2,937-16	.....	.....	2,937-16	.....
Two Feed Oats.....	10,369-04	10,541-06	172-02	.....	.....	172-02	.....
One Feed Oats.....	.....	1,929-14	1,929-14	.....	.....	1,929-14	.....
Three C. W. Oats.....	17,008-28	16,011-26	.....	997-02	.....	.....	.....
Two C. W. Oats.....	58,696-16	63,107-22	4,411-06	.....	997-02 to 3 C. W.	3,414-04	.....
Totals.....	92,365-16	100,818-18	9,450-04	997-02	Total surplus....	8,453-02	.....
<i>Barley—</i>							
Sundries.....	2,363-09	2,347-43	.....	15-14	.....	.....	.....
Rejected Barley.....	1,119-18	1,165-10	45-40	.....	15-14 to Sundries	30-26	2,025-20
Four C. W. Barley.....	7,135-40	5,110-20	.....	2,025-20	.....	.....	1,038-06
Three C. W. Barley.....	2,001-32	963-26	1,038-06
Totals.....	12,620-03	9,587-03	45-40	3,078-40	Total shortage..	3,033-00

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<i>Flax</i> -- Sundries..... Three C. W. Flax..... Two C. W. Flax..... One N. W. C. Flax..... Totals.....	9,973-17	13,305-28	3,332-11		3,332-11
	2,016-30	4,255-47	2,239-17		2,239-17
	7,524-12	7,137-49		386-19	
	100,714-42	104,865-45	4,151-03	386-19 to 2 C. W.	3,764-40
	120,228-45	129,565-01	9,722-31	Total surplus....	9,386-12
<i>Mixed Grain</i> -- Rejected Mixed Grain.....	271,660 lbs.	298,310 lbs.	26,650 lbs.	Total surplus....	26,650 lbs.

CHAPTER 8.

DOMINION GOVERNMENT ELEVATOR.

- 1. AUDITOR'S REPORT FOR YEAR 1913-14.
- 2. AMOUNT OF GRAIN HANDLED FROM SEPTEMBER 1 TO NOVEMBER 30, 1914.

I.

The Board of Grain Commissioners,
Fort William, Ont.

DEAR SIRs,—In accordance with instructions conveyed to us through your secretary, Mr. C. Birkett, we have audited the books and accounts of the Dominion Government elevator, Port Arthur, Ont., from the date of commencement of operations, viz: October 16, 1913, to August 31, 1914. We now submit our report thereon, together with the statements enumerated in the appended index.

OPERATIONS.

The operations of the elevator for the period from October 16, 1913, to August 31, 1914, resulted in a net profit of \$149,530.31, subject to depreciation on elevator buildings and equipment and to charges for services rendered by the various departments at Ottawa, and interest on capital invested. A detailed statement of the income and profit and loss account is given in Exhibit "A," of which the following is a summary, together with the percentages, based on the gross earnings:

	Amount.	Percentage.
Gross earnings.. . . .	\$216,795 55	100.00
Direct expenses.. . . .	59,304 86	27.36
Gross profit.. . . .	\$157,490 69	72.64
Indirect expenses.. . . .	8,806 49	4.06
Net profit.. . . .	\$148,684 20	68.58
Additions to income.. . . .	846 11	.39
Net income.. . . .	\$149,530 31	68.97

While the storage capacity of the elevator is 3,250,000 bushels, during the period under review 10,257,883 bushels were handled, as detailed in schedule "1." Under-noted we set forth the gross earnings, expenses, etc., on a per bushel basis:

	Amount.	Earnings, etc. Per Bushel. Cents.
Gross earnings.. . . .	\$216,795 55	2.113
Less direct expenses.. . . .	59,304 86	0.578
Gross profit.. . . .	\$157,490 69	1.535
Less indirect expenses.. . . .	8,806 49	0.086
Net profit.. . . .	\$148,684 20	1.449
Additions to income.. . . .	846 11	0.008
Net income.. . . .	\$149,530 31	1.457

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Gross earnings, \$216,795.55.—The source and composition of this amount are as follows:

Storage...	\$156,700 79
Screenings...	39,710 62
Cleaning...	17,957 37
Bulkheads...	1,276 50
Drying...	1,150 27
Total...	<u>\$216,795 55</u>

Direct expenses, \$59,304.86.—These embrace the direct expenses of operating the elevator and include charges for labour, power, fuel, insurance repairs, etc. These expenses represent a percentage of 27.36 on the gross earnings.

Indirect expenses, \$8,806.49.—Further details of the items aggregating this amount are enumerated in the income and profit and loss account, Exhibit "A." It will be observed that the expenses include the cost of a typewriter, telephone booth, and flag pole, also provision for depreciation of office furniture and fixtures. We were unable to ascertain from the records at Fort William whether any fidelity bond insurance is carried.

Addition to income, \$846.11.—This amount, which represents .39 per cent of the gross earnings, may be detailed as follows:—

Interest on freight...	\$810 21
Revenue from wire out-turns...	35 90
Total...	<u>\$846 11</u>

FINANCIAL POSITION.

In Exhibit "B" we present a balance sheet showing the financial position of the elevator, as disclosed by the books and accounts at Fort William, as at August 31, 1914, of which the following is a summary:—

Assets—

Current assets...	\$ 33,156 31
Office furniture and fixtures...	312 30
Accrued income...	5,498 95
Deferred charges...	390 45
Receiver general, Ottawa...	119,946 85
Total...	<u>\$159,304 86</u>

Liabilities—

Current liabilities...	\$ 9,416 71
Freight suspense account...	357 84
Surplus...	149,530 31
Total...	<u>\$159,304 86</u>

Subject to the qualifications in this report, we hereby certify that, in our opinion, the balance sheet, Exhibit "B," is properly drawn up so as to correctly reflect the financial position of the Dominion Government elevator at Port Arthur, as at August 31, 1914, and as shown by the books maintained at Fort William.

On the constituent items contained in the foregoing balance sheet we submit the following comments:—

It will be observed that no amount has been included in respect of cost of construction of the elevator or capital invested, the books at Fort William containing no record of same. We are informed the construction was carried out under an approved contract, the payments in connection therewith being made through the Department of Trade and Commerce at Ottawa. A statement recording the cost of construction

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as \$1,379,409.43 was submitted to us, which we were unable to verify to our satisfaction. A summary of the statement referred to may be shown as follows:—

Contract price including extras.. . . .	\$1,216,171 46
Supervising engineers and architects.. . . .	13,146 42
Cost of site.. . . .	90,000 00
Dredging.. . . .	37,049 93
Electrical apparatus.. . . .	19,775 00
Connecting spur.. . . .	589 51
Advertising, legal expense, inspector's salary, etc.. . . .	2,677 11
Total.. . . .	<u>\$1,379,409 43</u>

We were unable to ascertain from the records at Fort William the extent of insurances effected on the property, and no title deeds were produced for our inspection.

No charge has been made for interest on capital invested or for services rendered by the various departments at Ottawa, and no provision has been made for depreciation of elevator buildings and equipment during the period.

Current assets, \$33,156.31.—These comprise the following:—

Cash in banks.. . . .	\$23,055 14
Accounts receivable.. . . .	8,805 25
Freight receivable.. . . .	1,295 92
Total.. . . .	<u>\$33,156 31</u>

Cash in banks, \$23,055.14. This consists of the following:—

Bank of Hamilton, Fort William.. . . .	\$ 7,636 91
Bank of Montreal, Fort William.. . . .	15,418 23
Total... . .	<u>\$23,055 14</u>

Bank of Hamilton, Fort William, \$7,636.91. This account is further described as the contingent account, and represents a fund of \$10,000 for expenses, etc., in the operation of the elevator, cheques being drawn as required against the fund, which is reimbursed monthly by the Receiver General. The following is a reconciliation of the account as at August 31, 1914:—

Balance in bank as above.. . . .	\$ 7,636 91
Add cheque drawn against account during August not yet refunded.. . . .	\$2,363 19
Less cheque paid November 25, 1913, as \$5 35, refunded as \$5.45... . .	10
	<u>2,363 09</u>
Total amount of contingent account.. . . .	<u>\$10,000 00</u>

We have examined the account in detail, and a certificate has been received from the bankers in verification of the balance in bank.

Bank of Montreal, Fort William, \$15,418.23. This account is operated by depositing all collections at Fort William. From time to time transfers are made to the credit of the Receiver General's account in Ottawa. We have verified this account in detail, and have obtained a certificate from the bankers in support of the above balance.

Bank of Ottawa, Winnipeg.—Nil. The collections of freight and charges at Winnipeg are deposited in this account, and transfers made periodically to the credit of the Receiver General in Ottawa. We have verified the details of this account.

Accounts receivable, \$8,805.25. These accounts are shown in schedule "3." We are informed that they are considered good and collectible.

Freight receivable, \$1,295.92. This represents amounts collectible from shippers of grain to the elevator, and has been verified by us.

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Office furniture and fixtures, \$312.30. This account may be shown as follows:—
Furnishings—

At general office..	\$142 75
At elevator office..	179 25
Electrical fittings..	68 37
	<hr/>
	\$390 37
Deduct depreciation at 20 per cent...	78 07
	<hr/>
Balance as above...	\$312 30
	<hr/>

Accrued income, \$5,498.95.—The accrued charges for storage and handling on warehouse receipts outstanding, as detailed below, were verified, and we are satisfied as to their accuracy:—

Storage...	\$5,445 87
Inspection and weighing out...	35 20
Drying...	12 98
Bulkheads...	3 00
Interest...	1 90
	<hr/>
Total...	\$5,498 95
	<hr/>

We made a comprehensive test of the grain received in the elevator and shipped, and satisfied ourselves as to the correctness of the records kept in this connection.

In Schedule "2" we submit a statement showing the surplus and shortage on the various grains handled, based on the comparison of the warehouse receipts outstanding and the official weighup as at July 31, 1914. No cognizance of these differences has been taken in the accounts as at August 31, 1914.

Deferred charges.—Insurance unexpired, \$390.45.—This amount represents the unexpired proportion of insurance premiums as follows:—

On grain...	\$346 05
On employers' liability...	44 40
	<hr/>
Total...	\$390 45
	<hr/>

Receiver General, Ottawa, \$119,946.85.—This amount represents the balance at debit of the Receiver General's account as at August 31, 1914, after charging amounts remitted to, and crediting amounts received from Ottawa, and may be summarized as follows:—

Transfers from Bank of Ottawa, Winnipeg, on account of freight charges collected..	\$1,127,844 10
Transfers from Bank of Montreal, Fort William on account of collections at Fort William..	181,715 29
	<hr/>
	\$1,309,559 39
Deduct—	
Freight charges drawn on letter of credit account of Bank of Montreal, Ottawa.. . . .	\$1,115,048 60
Remittance received from Ottawa on account contingent account..	74,563 94
	<hr/>
	1,189,612 54
	<hr/>
	\$119,946 85
	<hr/>

The transfers mentioned above have been vouched through the respective bank accounts.

With regard to the credits allowed in the Receiver General's account for freight charges, these are paid by cheque drawn on letter of credit account, Bank of Montreal, Ottawa. Appropriations are made from time to time by the Receiver General to the

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credit of this account, but as details of these appropriations are not recorded in the books at Fort William no separate mention of the account is made in the balance sheet, Exhibit "B."

Current liabilities, \$9,416.71.—These consist of the following:—

Accounts payable...	\$2,706 78
Wages payable...	2,776 40
Freight payable...	3,933 53
Total...	<u>\$9,416 71</u>

Details of the accounts payable are shown in Schedule "4."

Wages payable, \$2,776.40.—This represents the wages of the superintendent and employees at the elevator for the month of August, 1914, which were paid on September 1, 1914.

Freight payable, \$3,933.53.—This consists of freight payable to the following companies as at August 31, 1914:—

Canadian Northern Railway...	\$3,033 85
Canadian Pacific Railway...	899 68
Total...	<u>\$3,933 53</u>

Freight suspense account, \$357.84.—This represents the differences during the period under review between sums charged to shippers and the amounts paid or payable to the railway companies, which is subject to adjustment.

Surplus, \$149,530.31.—This account comprises the net income for the period from October 16, 1913, to August 31, 1914, as shown by the income and profit and loss account.

We have pleasure in reporting that the books and accounts are carefully maintained, and have to express our appreciation of the courtesies extended to us during the course of our examination.

Yours truly,

Sgd.) MARWICK, MITCHELL, PEAT & Co.,
Chartered Accountants.

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STATEMENTS.

INDEX.

Exhibit "A."—Income and Profit and Loss Account for period from October 16, 1913, to August 31, 1914.

" "B."—Balance sheet as at August 31, 1914.

Schedule "1."—Bushels handled for period from October 16, 1913, to August 31, 1914.

" "2."—Statement showing surplus or shortage in elevator as at July 31, 1914.

" "3."—Accounts receivable as at August 31, 1914.

" "4."—Accounts payable as at August 31, 1914.

EXHIBIT "A."

INCOME and Profit and Loss Account from the period from October 16, 1913, to August 31, 1914.

Storage..		\$156,700 79
Screenings..		39,710 62
Cleaning..		17,957 37
Bulkheads..		1,276 50
Drying..		1,150 27
Gross earnings..		\$216,795 55
Direct Expenses—		
Labour—including superintendent's salary..	\$34,438 91	
Power..	17,809 38	
Insurance—		
On grain..	2,706 80	
Employers' liability..	105 60	
Repairs..	2,814 30	
Oil and waste..	554 08	
Fuel..	463 13	
Registering warehouse receipts..	412 66	
Total direct expenses..		59,304 86
Gross profit..		\$157,490 69
Indirect Expenses—		
Salaries..	\$6,002 80	
Stationery..	711 70	
Rent..	360 00	
Postage..	120 00	
Audit fee..	500 00	
Telephone and telegraph..	143 57	
Christmas gifts..	168 75	
Express..	69 28	
Typewriter..	130 00	
Telephone booth..	50 00	
Flag pole and flags..	256 50	
Office furniture—depreciation..	78 07	
Miscellaneous..	215 82	
Total indirect expenses..		8,806 49
Net profit..		\$148,684 20
Additions to Income—		
Interest..	\$810 21	
Revenue from wired out-turns..	35 90	
Total additions to income..		846 11
Net income, subject to depreciation on elevator buildings and equipment, charges for services rendered by departments at Ottawa, and interest on capital invested..		\$149,530 31

EXHIBIT "B."

BALANCE SHEET (as disclosed by the books maintained at Fort William) as at August 31, 1914.

ASSETS.		LIABILITIES.	
Current assets—		Current liabilities—	
Cash in banks—		Accounts payable—Schedule "4"	
Bank of Hamilton, Fort William.....	\$ 7,636 91	Wages payable.....	\$ 2,706 78
Bank of Montreal, Fort William.....	15,418 23	Freight payable.....	2,776 40
			3,933 5
Accounts receivable—Schedule "3"	\$ 23,055 14	Total current liabilities.....	\$ 9,416 71
Freight receivable.....	8,805 25	Freight suspense account.....	357 84
	1,295 92		
Total current assets.....	\$ 33,156 31	Surplus.....	149,530 31
Office furniture and fixtures.....	312 30		
Accrued income—			
Storage.....	\$ 5,445 87		
Inspection and weighing out.....	35 20		
Drying.....	12 98		
Bulkheads.....	3 00		
Interest.....	1 90		
	5,498 95		
Deferred charges—			
Insurance unexpired.....	390 45		
Receiver General, Ottawa.....	119,946 85		
Total.....	\$ 159,304 86	Total.....	\$ 159,304 86

Subject to our report dated October 6, 1914.

SCHEDULE "1."

[illegible]

Rejected mixed grain—6,588,820 pounds (on wheat basis) ..	109,813 00
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Total	10,257,883 00
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SCHEDULE "2."

Grade.	BUSHEL.			
	Outstand- ing Ware- house Receipts.	In Store per actual Weigh-up.	Surplus.	Shortage.
Wheat—				
Sundries.....	21,419.30	21,492.00	72.30	
Number Five.....	495.20	1,026.10	530.50	
Number Four.....	6,393.40	5,801.30		592.10
Three Northern.....	24,441.40	14,063.30		10,378.10
Two Northern.....	21,786.20	15,954.20		5,832.00
One Northern.....	31,101.00	25,360.10		5,740.50
One Hard.....	1,067.40	2,094.20	1,026.40	
Total Wheat.....	106,705.10	85,792.00	1,630.00	22,543.10
Oats—				
Sundries.....	6,291.02	9,228.18	2,937.16	
Two Feed Oats.....	10,369.04	10,541.06	172.02	
One Feed Oats.....		1,929.14	1,929.14	
Three C.W. Oats.....	17,008.28	16,011.26		997.02
Two C.W. Oats.....	58,696.16	63,107.22	4,411.06	
Total Oats.....	92,365.15	100,818.18	9,450.04	997.02
Barley—				
Sundries.....	2,363.09	2,347.43		15.14
Rejected Barley.....	1,119.18	1,165.10	45.40	
Four C.W. Barley.....	7,135.40	5,110.20		2,025.20
Three C.W. Barley.....	2,001.32	963.26		1,038.06
Total Barley.....	12,620.03	9,587.03	45.40	3,078.40
Flax—				
Sundries.....	9,973.17	13,305.28	3,332.11	
Three C.W. Flax.....	2,016.30	4,255.47	2,239.17	
Two C.W. Flax.....	7,524.12	7,137.49		386.19
One N.W.C. Flax.....	100,714.42	104,865.45	4,151.03	
Total Flax.....	120,228.45	129,565.01	9,722.31	386.19
Mixed Grain—				
Rejected Mixed Grain.....	Lbs. 271,660	Lbs. 298,310	Lbs. 26,650	

SCHEDULE "3."

ACCOUNTS RECEIVABLE as at August 31, 1914.

Name.	Amount.
Bole Grain Company..	\$ 422 42
Guy Grain Company..	44 61
Lake Shippers' Clearance Association..	3,942 89
Ogilvie Flour Mills..	3 07
Paterson and Company..	794 54
Sellers & Son..	3,082 50
Lillie & Young (insurance recoverable)..	515 22
Total..	<u>8,805 25</u>

SCHEDULE "4."

ACCOUNTS PAYABLE as at August 31, 1914.

Name.	Amount.
Seaman Penniman & Company..	\$ 215 00
Huntly Manufacturing Company..	122 47
Canadian Westinghouse Company..	18 85
Lakeside Lumber Company...	15 01
Western Electric Company..	49 42
Fife Hardware Company...	82 57
W. S. Piper..	60
Western Machinery Company..	63 47
Marks-Clavet, Dobie & Company..	9 30
Coslett Hardware Company...	83 90
Western Dry Dock Company..	5 84
Times Journal Printing Company...	45 20
J. E. Rutledge..	3 70
McColl Brothers and Company..	61 65
Imperial Oil Company..	9 00
Registration Department..	13 04
Canadian Northern Telegraph Company...	55
Manitoba Stencil and Stamp Works..	25
Audit fee (estimated)...	500 00
Inspection and weighing..	202 40
City of Port Arthur Power...	1,204 56
Total..	<u>\$2,706 78</u>

II.—GRAIN HANDLED BY THE DOMINION GOVERNMENT ELEVATOR,
PORT ARTHUR, FROM SEPTEMBER 1 TO OCTOBER 30, 1914.

	Bushels.
Wheat..	4,831,433
Oats..	796,076
Barley..	246,923
Flax..	233,379
Total..	<u>6,107,811</u>

CHAPTER 9.

INTERIOR TERMINAL ELEVATORS.

1. REPORT OF CONSTRUCTION BY CHIEF ENGINEER HOWE.
2. APPROXIMATE AMOUNT OF GRAIN HANDLED AT MOOSEJAW AND SASKATOON, FROM OPENING TO NOVEMBER 30, 1914.

I.—REPORT OF TERMINAL ELEVATOR CONSTRUCTION, BY CHIEF ENGINEER HOWE.

A contract for the construction of two interior terminal elevators, one at Moosejaw, Saskatchewan, and the other at Saskatoon, Saskatchewan, was let on September 10, 1913, to the Barnett-McQueen Company, Limited, of Fort William, Ont. The elevator at Moose Jaw was opened to receive grain October 14, 1914, and the elevator at Saskatoon on October 12, 1914.

The two elevators are duplicate plants, having been constructed from the same set of plans and specifications, except for minor alterations made necessary by local conditions at each building site. The total cost of the Moose Jaw plant is approximately \$1,200,000, and that of the Saskatoon elevator about \$1,100,000. The greater cost of the Moose Jaw plant results from the installation of a power plant in connection with that elevator.

Each elevator has a capacity of 3,500,000 bushels of grain. The working house portion has a capacity of 500,000 bushels of grain, and is furnished with ten No. 9 Monitor receiving separators, two Monitor flax separators, one Richardson wheat and oats separator and one Monitor screenings separator. The storage house has a capacity of 3,000,000 bushels of grain. A drying plant having a capacity of 24,000 bushels of damp grain per day is installed in a separate building adjacent to the elevator. Steam for drying purposes is furnished by two internally fired boilers of 100 horse-power capacity each. The receiving capacity of each elevator is about fifteen cars of grain per hour, and the shipping capacity about twenty-four cars per hour.

Each elevator is of reinforced concrete construction throughout. Each elevator covers a ground area of about 175 feet by 460 feet. The roof of the working house is about 190 feet above the ground level. To form a suitable foundation on the prairie soil, the use of about 9,000 piles was made necessary for each elevator. The working house contains 112 separate bins, and the storage house 150 separate bins.

All machinery in these elevators is electrically driven, a separate motor being provided for each machine. Power for the Saskatoon elevator is purchased from the city of Saskatoon, power at 10,000 volts being brought to the site by an underground cable and transformed to the required voltage in the elevator sub-station. Power for the Moose Jaw elevator is furnished by a Diesel oil engine plant, operated in connection with the elevator. This plant contains four Diesel units, three of 250 horse-power each, and one unit of 125 horse-power, the installation being housed in a reinforced concrete building adjacent to the elevator. Storage tanks for fuel oil with a capacity of 10,000 gallons of oil are installed in the power-house basement.

Each elevator is built on a site containing approximately 50 acres of land, and is served with three receiving tracks and two shipping tracks. At Saskatoon three additional storage tracks are provided at the elevator site, and the elevator trackage is connected by direct spurs with the Canadian Pacific, Canadian Northern, and Grand

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Trunk Pacific railways. At Moose Jaw one additional storage track is provided at the site, and the elevator trackage is served by a spur from the Canadian Pacific railway. Provisions are made for a future direct spur from the Grand Trunk Pacific railway to this site.

An interior terminal elevator at Calgary, Alberta, is now under construction. The contract for this elevator was awarded on June 5, 1914, to Janse Bros., Boomer, Hughes and Crain of Calgary. This elevator plant will be completed about September 1, 1915, and will cost about \$850,000.

The Calgary elevator will have a total capacity of 2,500,000 bushels of grain. The design and equipment will be similar to that of the Saskatoon and Moose Jaw elevators, except that the storage house will have a capacity of 2,000,000 bushels of grain, instead of 3,000,000 bushels as for the Moose Jaw and Saskatoon elevators. Piling was found to be unnecessary for the foundation of this elevator.

The elevator site at Calgary contains about 35 acres of land. The elevator trackage will be served by direct spurs from the Canadian Pacific and Canadian Northern railways. The Grand Trunk Pacific railway will have access to the site by a transfer over the Canadian Northern railway. Electric power for the elevator will be purchased from the city of Calgary.

Tenders have been called for a reinforced concrete terminal elevator to be built at Vancouver, B.C. The contract for this elevator was let on December 1, and the elevator will be completed about November, 1915. This elevator will have a total capacity of about 1,250,000 bushels of grain, and will be used mainly for transferring grain in bulk from cars to boat.

II.

APPROXIMATE AMOUNT OF GRAIN HANDLED BY THE DOMINION GOVERNMENT ELEVATOR,
MOOSE JAW, FROM OCTOBER 15 TO NOVEMBER 30, 1914.

	Bushels.
Wheat..	830,000
Oats..	145,000
Barley..	3,500
Total..	978,500

APPROXIMATE AMOUNT OF GRAIN HANDLED BY THE DOMINION GOVERNMENT ELEVATOR,
SASKATOON, FROM OCTOBER 12 TO NOVEMBER 30, 1914.

	Bushels.
Wheat..	300,000
Oats..	340,000
Barley..	9,000
Total..	649,000

CHAPTER 10.

POINTS VISITED BY TRAVELLING INSPECTORS.. . . . .	79

From December 1, 1913, to August 31, 1914, Inspectors S. C. Brown, A. F. Campbell, and E. G. Jones visited a number of points as shown in the following table. The table also shows the salaries and expenses of these gentlemen.

	No. of Points visited.	Special visits.	Total.	Amount of salaries.	Amount of expenses.	Total.
S. C. Brown.....	240	40	280	\$1,800 00	\$847 55	\$2,647 55
A. F. Campbell.....	184	1	185	2,000 00	539 00	2,539 00
E. G. Jones.....	204	22	226	1,800 00	795 60	2,595 60
	628	63	691	\$5,600 00	\$2,182 15	\$7,782 15

TRAVELLING INSPECTOR E. G. JONES—SPECIAL WORK.

Date.	Point.	Date.	Point.
October 8.....	Moose Jaw.	March 16-18.....	Calgary.
" 8.....	Morse.	" 19.....	Lethbridge.
" 9.....	Vanguard.	" 31.....	Halbrite.
" 12.....	Brant.	April 22.....	Macoun.
" 14.....	Aldersyde.	" 27-29.....	Cardstone.
" 14.....	Stavely.	May 7.....	Rosedale.
November 13.....	Talmage.	" 13.....	Calgary.
" 19.....	Calgary.	" 14.....	Keoma.
" 19.....	Halkirk.	" 27.....	Deloraine.
January 19.....	Swift Current.	" 27.....	Leighton.
March 10.....	Wilkie.	August 18.....	High Bluff.

CHAPTER 11.

MATTERS AFFECTING GRAIN SHIPMENTS AT INITIAL POINTS.

1. LOADING PLATFORMS.
2. TEMPORARY AGENTS.
3. COLLAPSED COUNTRY ELEVATORS.
4. SEED GRAIN, SHIPMENT OF.
5. WET GRAIN, SHIPMENT OF.
6. SHORTAGE OF CARS.

I.—LOADING PLATFORMS.

Sections 189 to 193 (both inclusive) of the Canada Grain Act provide that on written application being filed with the board between the 15th of April and the 15th of October by at least ten farmers resident within 20 miles of a shipping point, and on the approval of the application, the railway company shall, within 30 days, erect and maintain at such point a loading platform suitable for the purpose of loading grain from vehicles direct into cars. Aforesaid provisions of law are also applicable to petitions for the enlargement of loading platforms.

The dimensions of a standard two-car grain loading platform are as follows:
Length of deck, 56 feet, (exclusive of approach), by 18 feet wide.

Approach, 1 foot rise in 10 feet.

Decline, 1 foot fall in 6 feet.

Side of platform nearest rail to be 6 feet from the centre of the track.

Deck of platform to be 4 feet above top of rail and to be surrounded on the side nearest the rail with an 8-inch by 10-inch curb firmly bolted to the deck of the platform. The whole platform, including deck and approaches on the side farthest from the rail, to be surmounted with a guard rail not less than 3 feet high.

Since the board took office in April, 1912, petitions for loading platforms have been received, and the railway companies were ordered to construct standard grain loading platforms at the following points:—

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LOADING PLATFORMS.

Name.	Province.	Railway.	Date approved.
Ardath.....	Sask.....	C.N.R.....	Aug. 16, 1912.
Ashdown.....	Man.....	C.N.R.....	Aug. 29, 1912.
Aikins.....	Sask.....	C.P.R.....	April 30, 1913.
Anerley.....	Sask.....	C.N.R.....	July 21, 1913.
Aneroid.....	Sask.....	C.P.R.....	Sept. 20, 1913.
Arma.....	Sask.....	C.N.R.....	June 24, 1913.
Barons.....	Alta.....	C.P.R.....	May 23, 1912.
Bradshaw.....	Alta.....	C.P.R.....	June 24, 1912.
Bellford.....	Man.....	C.N.R.....	Aug. 20, 1912.
Big Valley.....	Alta.....	C.N.R.....	Sept. 12, 1912.
Birdtail Sdg.....	Man.....	C.N.R.....	May 5, 1913.
Ceylon.....	Sask.....	C.N.R.....	April 20, 1912.
Cantaur.....	Sask.....	C.P.R.....	April 22, 1912.
Cantwell.....	Sask.....	C.N.R.....	June 6, 1912.
Cross.....	Sask.....	C.P.R.....	Aug. 19, 1912.
Council.....	Sask.....	C.P.R.....	Sept. 16, 1912.
Coronation.....	Alta.....	C.P.R.....	Oct. 3, 1912.
Cereal.....	Alta.....	C.N.R.....	Oct. 5, 1912.
Chinook.....	Alta.....	C.N.R.....	April 30, 1913.
Coleville.....	Sask.....	G.T.P.....	June 26, 1913.
Carseland.....	Alta.....	C.P.R.....	March 20, 1914.
David.....	Sask.....	C.P.R.....	May 10, 1912.
Dufresne.....	Man.....	C.N.R.....	Aug. 27, 1912.
Dacer.....	Sask.....	G.T.P.....	Aug. 19, 1912.
Dinsmore.....	Sask.....	C.N.R.....	April 17, 1913.
Debden.....	Sask.....	C.N.R.....	Sept. 20, 1913.
Dewar Lake.....	Sask.....	G.T.P.....	Sept. 22, 1913.
Elbow.....	Sask.....	C.P.R.....	Aug. 23, 1912.
Erickdale.....	Man.....	C.N.R.....	April 30, 1913.
Elcott.....	Sask.....	G.T.P.....	Oct. 1, 1913.
Fabyan.....	Alta.....	G.T.P.....	June 19, 1912.
Fenn.....	Alta.....	C.N.R.....	Sept. 11, 1912.
Fee.....	Sask.....	G.T.P.....	Aug. 25, 1913.
Forgray.....	Sask.....	G.T.P.....	Aug. 25, 1913.
Forgan.....	Sask.....	C.N.R.....	June 25, 1914.
Glenbow.....	Alta.....	C.P.R.....	Oct. 29, 1912.
Grinley.....	Sask.....	C.P.R.....	Oct. 11, 1912.
Gallivan.....	Sask.....	G.T.P.....	Sept. 8, 1913.
Gilroy.....	Sask.....	G.T.P.....	Aug. 29, 1914.
Huntoon.....	Sask.....	G.T.P.....	June 18, 1912.
Hampton.....	Sask.....	C.N.R.....	Aug. 13, 1912.
Handel.....	Sask.....	C.P.R.....	Aug. 14, 1912.
Highgate.....	Sask.....	C.N.R.....	Aug. 27, 1912.
Holbein.....	Sask.....	C.N.R.....	Sept. 20, 1912.
Kelfield.....	Sask.....	C.P.R.....	May 21, 1914.
LeHurst.....	Alta.....	C.N.R.....	Aug. 19, 1912.
Lewvan.....	Sask.....	G.T.P.....	Aug. 23, 1912.
Loverna.....	Sask.....	G.T.P.....	Sept. 6, 1913.
Leary's.....	Man.....	C.N.R.....	June 12, 1914.
Lawson.....	Sask.....	G.T.P.....	June 22, 1914.
Moore Siding.....	Man.....	C.N.R.....	Aug. 14, 1912.
Metiskaw.....	Alta.....	C.P.R.....	Aug. 23, 1912.
Melavale.....	Sask.....	C.P.R.....	Oct. 1, 1913.
Mossbank.....	Sask.....	C.N.R.....	April 27, 1914.
Mervin.....	Sask.....	C.N.R.....	April 14, 1914.
McConnell.....	Man.....	C.N.R.....	Sept. 6, 1913.
Neville.....	Sask.....	C.P.R.....	June 14, 1912.
Nottingham.....	Sask.....	C.P.R.....	Sept. 1, 1912.
Neptune.....	Sask.....	C.P.R.....	July 8, 1913.

LOADING PLATFORMS—Continued.

Name.	Province.	Railway.	Date approved.
Outram.	Sask.	C.P.R.	May 21, 1912.
Osgood..	Sask.	C.N.R.	Aug. 13, 1912.
Primate.	Sask.	C.P.R.	Aug. 26, 1912.
Palmer..	Sask.	C.N.R.	Sept. 8, 1913.
Pashley.	Sask.	C.P.R.	Oct. 4, 1913.
Rufford Sdg.	Man.	C.N.R.	July 26, 1912.
Rowley.....	Alta.	C.N.R.	Sept. 25, 1912.
Ritchie.....	Sask.	C.N.R.	Aug. 5, 1913.
Richard Sdg.	Sask.	C.N.R.	Sept. 23, 1913.
Roweletta...	Sask.	G.T.P.	Sept. 10, 1913.
Success.....	Sask.	C.P.R.	May 21, 1912.
Sovereign.....	Sask.	C.P.R.	June 20, 1912.
Swalwell.....	Alta.	G.T.P.	Aug. 5, 1912.
Mileage 6, Sec. 25, Tp. 17, Rge. 21, W. 2nd.	Sask.	G.T.P.	Aug. 23, 1912.
2nd Sdg. W. of Warden Jct.....	Alta.	C.N.R.	Sept. '9, 1912.
Sec. 20, Tp. 30, Rge. 11, W. 4th.....	Alta.	C.N.R.	Oct. 1, 1912.
Springwater.....	Sask.	G.T.P.	Sept. 26, 1912.
Strathmore.....	Alta.	C.P.R.	Oct. 1, 1912.
Surbiton.....	Sask.	C.N.R.	April 30, 1913.
2nd Sdg. on Avonlea-Gravelburg Extension.....	Sask.	C.N.R.	June 26, 1913.
Scotsguard.....	Sask.	C.P.R.	June 29, 1914.
St. Brieux.....	Sask.	C.N.R.	April 28, 1914.
Sdg. 6 miles west of Dauphin.....	Man.	C.N.R.	Aug. 14, 1914.
Two Creeks Sdg.....	Man.	C.P.R.	July 23, 1913.
Viceroy.....	Sask.	C.P.R.	May 30, 1912.
Whitemouth	Man.	C.P.R.	April 30, 1913.
Wiseton.....	Sask.	C.N.R.	July 16, 1913.
Youngstown	Alta.	C.N.R.	Sept. 9, 1912.

The Act does not vest the board with authority to compel the railway companies to build loading platforms at sidings, put in purposely and solely for the passing of trains. As a result the board were obliged to refuse the requests of petitions for loading platforms at the following points, as only passing tracks existed there:—

Name.	Province.	Railway.	Petition received.
Astum.....	Sask.	C.P.R.	May 13, 1913.
Beecher.....	Alta.	C.P.R.	Sept. 5, 1912.
Coot Sdg.....	Sask.	C.P.R.	March 6, 1912.
Chokio.....	Alta.	C.P.R.	July 3, 1913.
Durward	Alta.	C.P.R.	June 21, 1913.
Finecastle...	Alta.	C.P.R.	Sept. 3, 1912.
Halkett.....	Sask.	C.P.R.	April 17, 1913.
Larmour.....	Alta.	C.P.R.	May 6, 1912.
Newness.....	Sask.	C.P.R.	May 15, 1914.
Rossburn Jct	Sask.	C.N.R.	Sept. 20, 1912.
Shand.....	Sask.	C.P.R.	Aug. 6, 1914.
Willard Sdg.....	Man.	C.P.R.	July 10, 1912.
Zumbro	Sask.	G.T.P.	July 23, 1913.

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On April 29, 1914, a petition for a loading platform from farmers at Roe Siding, on the Canadian Northern railway in Saskatchewan, was refused, as the shipments from that district did not justify the establishment of such a facility, only one car of grain having been shipped during the season of 1913.

ENLARGEMENTS ORDERED.

Petitions for the enlargement of grain loading platforms have been received from a large number of places, and after a thorough investigation in each separate case enlargements of existing platforms were ordered at the following points:—

Ardath, Anglia, Bridgeford, Baldur, Birdview, Blackie, Brant, Blucher, Bulyea, Bounty, Bradwell, Cheviot, Dufresne, Delisle, Diana, Earl Grey, Ewart, Expanse, Findlater, Fielding, Fairmount, Froude, Griswold, Hilton, Humboldt, Hawarden, Homewood, Herbert, Hawood, Imperial, Kinley Khedive, Kronan, Kamsack, Kendal, Leslie, Langham, Lanigan, Loreburn, Ladysmith, Lena, Leighton, Moosomin, Montmartre, Monarch, Netherhill, Neville, Odessa, Ogema, Pearce, Prince, Provost, Pilot Mound, Poplar Point, Perdue, Rhodes, Reston, Roseisle, Rosser, Ralph, Swan Lake, Strassburg, Swalwell, Stephenfield, Staveley, St. Jean Baptiste, Sheho, Togo, Theherne, Townline Sgd., Vibank, Vanscoy, Vonda, Venn, Vulcan, Varcoe, Vermilion, Wilcox, Webb, Whitewood, Waldeck.

EXTENSIONS REFUSED.

A large number of petitions for extensions of loading platforms were refused as, in the opinion of the board, the amount of grain shipped did not justify any enlargement of the then existing loading platform. The following are the points from which said petitions were received:—

Asquith, Armilla, Augustville, Argyle. Blucher, Berton, Brada, Blackfoot, Burrows, Beaver, Bechard, Brewer, Beverley, Howell, Beadle, Bawlf, Cardale, Coblenz, Cluny, Cutarm, Cadogan, Congrieve, Clearwater, Cana, Cando, Donolda, Duro, Elva, Fiske, Golden Stream, Glenora, Glenavon, Granum, Hazelcliffe, Hamlin, Hitchcock, Harte, Harmsworth, Ingelow, Innisfree, Jansen, Kelwood, Kylemore, Kipling, Keoma, Landers, Lewvan, Lowe Farm, Limerick, Mentmore, Marchwell, Minto, Melville, Ogilvie, Otterburne, Pine Creek, Pleasant Point, Pangman, Ryerson, Red Jacket, Red Willow, Radisson, St. Gregor, Swalwell, Semans, Sovereign, Sutherland, Scott, Strathlow, Stecum, Tugaske, Trainor, Tenby, Vista, Vera, Wakopa, Watrous, Zelma.

DEFECTS REMEDIED.

Complaints regarding defects in loading platforms and the approaches thereto, are continually being received by the board. Immediately on receipt of information that a platform is in need of repairs the railway company is notified, with the result that the defect complained of is remedied. The platforms at the following points have received such attention:—

Aberfeldy, Brooks, Birmingham, Big Valley, Brada, Birtle, Cutarm, Cordova, Dundurn, Ewart, Ensign, Fiske, Hammerston, Hamiota, Ingelow, Keoma, Lashburn, Langham, Minto, Moosomin, Mervin, Nokomis, Noble, Newton, Nottingham, Oakville, Prat, Vera, Vonda, Windygates, Winter, Wilcox, Wakopa, Willow Range.

STATEMENT showing the number of grain loading platforms now in use on the Canadian Pacific Railway, Canadian Northern Railway, and Grand Trunk Pacific railway in Western Canada; also the total number of cars that can be loaded simultaneously therefrom. Corrected to November 1, 1914.

L.P. Capacity.	No.	C.P.R. Total Capacity Cars.	No.	C.N.R. Total Capacity Cars.	No.	G.T.P. Total Capacity Cars.	Grand No.	Total Capacity.
1 car.....	33	33	8	8	.....	.....	41	41 cars.
2 ".....	510	1,020	444	888	237	474	1,191	2,382 "
3 ".....	70	210	50	150	.....	.....	120	360 "
4 ".....	79	316	50	200	7	28	136	544 "
5 ".....	7	35	2	10	.....	.....	9	45 "
6 ".....	2	12	5	30	3	18	10	60 "
7 ".....	1	7	2	14	.....	.....	3	21 "
8 ".....	1	8	1	8	.....	.....	2	16 "
9 ".....	.....	.....	1	9	.....	.....	1	9 "
Total.....	703	1,641	563	1,317	247	520	1,513	3,478 "

II.—TEMPORARY AGENTS AT FLAG STATIONS.

According to section 195, clause 3 of the Canada Grain Act, the board is empowered to order the railway companies to provide at flag stations or shipping points a suitable person whose duties shall be:—

- (a) To keep for the use of shippers at all times during the day, a car order book, in which orders for cars may be entered, in accordance with the provisions set forth in the Canada Grain Act;
- (b) When loading of car is completed, to seal such car;
- (c) To provide shippers with the regular form of shipping bill; and
- (d) When such grain shipping bill is properly filled out by the shipper, to hand it to the conductor of the train that picks up such car or place it where such conductor may get it.

The board has received many requests for the appointment of such agents, resulting in the railway companies being ordered to engage temporary agents during season 1912-13 at the following number of points until such time as the bulk of the marketable crop has been shipped: Saskatchewan, 73; Manitoba, 42; Alberta, 8.

During the season 1913-14: Bryant, Saskatchewan, C.N.R.; DeWinton, Alberta, C.P.R.; Gorlitz, Saskatchewan, G.T.P.; Lavinia, Manitoba, C.N.R.; Mossbank, Saskatchewan, C.N.R.; Mazeppa, Alberta, C.P.R.; Shanawan, Manitoba, C.P.R.; Tilney, Alberta, C.N.R.; Wiseton, Saskatchewan, C.N.R.

The falling off in the number of requests for the appointment of temporary agents is no doubt accounted for by reason of the plentiful supply of empty cars, supplied by the railway companies at country points, resulting in the freer movement of grain, and doing away with congestion, which in past years has been very apparent.

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III.—COLLAPSED COUNTRY ELEVATORS.

(Relief.)

Certain elevators were reported to the board as being in a collapsed condition, and in accordance with the statute in that behalf relief was afforded as per the following report:—

Date of Order.	Elevator.	Station.	Cars Requisitioned.
1912.			
June 19.	J. Morton.	Elphinstone, Man.	2
Oct. 15.	Sask. Co-op. Elevator Company.	Elstow, Sask.	7
Oct. 15.	Lake of the Woods Milling Co.	Sedley, Sask.	4
Oct. 21.	Dominion Elev. Co.	Wawanesa, Man.	10
Nov. 5.	Sask. Co-op. Elevator Company.	Tregarva, Sask.	10
Nov. 14.	Sask. Co-op. Elevator Company.	Davidson, Sask.	3
Nov. 23.	Beaver Elevator Co.	Morse, Sask.	10
1913			
March 12.	Reliance Grain Co.	Lloydminster, Alta.	10
March 31.	Brit. Amer. Elev. Co.	Laura, Sask.	16
Sept. 29.	Vancouver Milling and Grain Co.	Claresholm, Alta.	10
Oct. 2.	Sask. Co-op. Elevator Company.	Colfax, Sask.	20
Oct. 4.	Co-op. Elevator Company.	Hearne, Sask.	15
Oct. 6.	Vancouver Milling and Grain Co.	Barons, Alta.	10
Nov. 21.	Eberhart Elevator Co.	Brock, Sask.	5

IV.—SHIPMENT OF SEED GRAIN.

In consequence of the acute car shortage in the West during the season 1912-13, the board received numerous requests from farmers, asking that they be given cars out of turn for the shipment of seed grain.

In accordance with section 207 (c) of the Canada Grain Act, after considering each case on its merits, the board ordered the railway companies to supply cars (out of turn) for the above mentioned purpose to applicants as noted in the following statement:—

Date of Order.	Applicant.	Station.	Ry.	No. of Cars.
1912.				
Nov. 19.	F. W. Turnbull.	Govan, Sask.	C.P.R.	
Nov. 19.	J. S. Clark.	Aberdeen, Sask.	C.N.R.	
Nov. 22.	F. M. Spencer.	Craik, Sask.	C.N.R.	
Nov. 23.	H. B. Shoemann.	Osage, Sask.	C.P.R.	
Nov. 26.	Wm. A. Kennedy.	Conquest, Sask.	C.P.R.	
Dec. 3.	F. Janrow.	Govan, Sask.	C.P.R.	
Dec. 3.	J. S. Clark.	Aberdeen, Sask.	C.N.R.	
Dec. 3.	Jas. E. Graham.	Vonda, Sask.	C.N.R.	
Dec. 3.	F. N. Spencer.	Craik, Sask.	C.N.R.	
Dec. 16.	F. N. Spencer.	Craik, Sask.	C.N.R.	
1913.				
Jan. 10.	E. G. Hill.	Eyeblow, Sask.	C.P.R.	
Jan. 14.	F. N. Spencer.	Craik, Sask.	C.N.R.	
Feb. 7.	Plainview Frmg. Co.	Bridgeford, Sask.	C.P.R.	
Feb. 25.	M. P. Mountain.	Solsgirth, Man.	C.P.R.	
Mar. 1.	E. H. Malcolm.	Killam, Alta.	C.P.R.	
Mar. 3.	M. P. Mountain.	Solsgirth, Man.	C.P.R.	
Mar. 8.	Alex. Smith.	Ensign, Alta.	C.P.R.	
Mar. 13.	M. P. Mountain.	Solsgirth, Man.	C.P.R.	
Mar. 14.	B. S. Summers.	Maidstone, Sask.	C.N.R.	
Mar. 17.	W. A. Ross.	Minnedosa, Man.	C.N.R.	

V. SHIPMENT OF WET GRAIN.

Owing to the adverse climatic conditions prevailing in the West during the fall of 1912 and the spring of 1913, a large proportion of the 1912 crop was in danger of becoming unmarketable, being tough, damp, wet, and mixed with snow and ice.

In order to save as much as possible of this grain, by having it rushed to the terminal elevators for treatment, the board authorized the individuals and companies, as per the following list, to load their grain out of turn.

Authority for such action is set forth in section 207, clauses "B" and "D" of the Canada Grain Act.

It will be noted that during the following season very few requests for relief were received. The crop that year was of an unusually high standard, the weather conditions for harvesting and marketing being favourable.

Pursuant, therefore, to the powers vested in the board, cars were ordered supplied by the board to the number of applicants as shown in the following statement.

SEASON 1912-13.

Province.	No. of Cars supplied.	No. of Applicants.
Saskatchewan.....	237	158
Alberta.....	7	7
Manitoba.....	30	20
Total.....	274	185

The board have received and dealt with complaints with reference to shortage of cars from the following number of points in the three provinces from October, 1912, to August, 1914.

	Saskatchewan.	Manitoba.	Alberta.
1912.. . . .	21	7	2
1913.. . . .	19	7	7
1914.. . . .	2	..	

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CHAPTER 12.

COMPLAINTS.

Particulars of complaints received and investigated by the board.

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1912.			
Sept. 30th.	O. D. Williamson, High River, Alta.	re grading oats in cars Nos. 42082 and 71646.	This complaint was referred to the Chief Inspector.
Nov. 11th.	W. G. Greve, Bladworth, Sask.	As to inspection of car C. P. 136542.	Settled satisfactorily.
Nov. 19th.	A. W. Robinson, Ruddell, Sask., vs. Saskatchewan Co-operative Elevator Co.	re basis of settlement of car No. 40454.	Adjusted satisfactorily.
Nov. 22nd.	Frank Boddy, McDonald, Man.	Car No. 40324 wheat out-turned 100 bushels short and car No. 128608 barley out-turned 300 bushels short.	This complaint was investigated by the weighing department, and after due consideration complainants were advised to file claims against the C.P.R. for shortages.
1913.			
Jan. 2.	Miss Neilson vs. Cardston Milling Co.	Claim for shortage on shipment of grain.	The Board tried this case at Lethbridge, and gave judgment in favour of the plaintiff for \$282.29.
Jan. 22.	Grain Growers' Gr. Co. vs. C.P. Rly.	C.P.R. refused to switch G.T. and C.N.R. cars to Elevator "B" at Fort William, in accordance with instructions of consignors.	Settled satisfactorily.
Jan. 23.	London Corn Trade Association, London, England.	Complaint respecting the quality of 8,000 bushels of 1 Nor. shipped from Fort William to England (SS. <i>Ausonia</i>), via American channels.	The Board has no jurisdiction over Canadian grain going through United States ports. It is bonded and therefore under the control of the U.S. Customs Dept.
Jan. 27.	Thompson, Sons & Co. vs. Western Elev. Co. and C. P. Ry.	Claim for shortage of 77-40 bush. flax shipped from Western El. at Wilcox for Ross G. Williams at \$1.21 per bush. being price obtained for balance of shipment.	Settled in full by the Railway Co.
Jan. 27.	M. Sellers & Sons, Ft. William, vs. C.P.R. Co.	M. Sellers & Sons ordered one car No. 3 sample wheat in C.P.R. elevator, Port McNicol, shipped to Hunt Bros. London, Ont., Elevator Co., shipped feed wheat in error and Hunt Bros. refused to accept shipment.	This case was investigated by Inspector A. A. Bowen, under instructions from the Board, and the case was adjusted to the satisfaction of all parties concerned.
Feb. 3.	J. A. Clouser, Claresholm, Alta., vs. Vancouver Milling and Elevator Co.	Claim regarding lot of special bin grain which on being shipped out-turned short 125 bush.	Settled in full by the Vancouver Milling and Elevator Co.
Feb. 3.	George Moor, Wilkie, Sask....	Complaint re grading of wheat stored in country elevator.	After investigation it was found complainant had no cause for complaint.
Feb. 5.	Quintal & Lynch Ltd., Montreal, Que.	Complaint respecting grading of car C.P. 78612 ex Fort William (2 fd. oats).	The Board arranged for the re-inspection of this grain by the Survey Board at Winnipeg, with the result that original grade was confirmed, except that 6% dockage was granted.

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COMPLAINTS. —*Continued.*

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1913.			
Feb. 5.	Western Navigation Co., Fort William, Ont.	Complaint <i>re</i> discrepancies in in weight of grain, loaded SS. <i>Kaministikwia</i> ex Fort William and Port Arthur elevators and particularly to the shortage of 1,140 bush. shipped ex C.P.R. elevator, Fort William to Goderich Elevator & Transit Co.	This complaint was referred to the Chief Weighmaster.
Feb. 8.	McGee & Macauley <i>vs.</i> Kemnay Frs. Elev. Co and Maple Leaf Milling Co.	Messrs. McGee & Macauley sold Maple Leaf Milling Co. 4,000 bush. wheat on sample of their storage grain in Kemnay Frs. Elevator Co. The Milling Co. cleaned 323 bush. out of shipment to bring it up to sample and shippers held Elevator Co. liable for difference.	Settled to satisfaction of shippers.
Feb. 8.	The Doukhobor Society of Verigin, Sask.	Complaint <i>re</i> shortage on weight of 1,000 lbs. in load of wheat.	No claim. Case dismissed.
Feb. 11.	Dow Cereal & Milling Co., Ltd., Neepawa, Man.	<i>Re</i> shortage in weights at country elevators.	Country scale inspection out of our jurisdiction.
Feb. 18.	J. Goodall & Co., Toronto, Ont	<i>Re</i> inspection of two carloads of peas.	Outside our jurisdiction.
Feb. 17.	R W Dalglish, Heward, Sask., <i>vs.</i> Western Elev. Co.	<i>Re</i> price obtained for shipment of grain, consigned to defendants for sale on commission.	Case dismissed.
Feb. 21.	Blackburn & Mills, Winnipeg, Man.	Application asking that the books of the Grain Inspection Department be left open for public inspection.	Refused.
Feb. 24.	Louis Biernielle <i>vs.</i> Castor Frs. Elev. Co.	<i>Re</i> delivery of several loads of grain.	Settled satisfactorily by the elevator company.
Feb. 28.	Ed. A. Morris, Coronation, Alta., <i>vs.</i> McLennan Bros.	(a) Complainant shipped car wheat to McLennan Bros. for sale before free storage period at terminal elevator expired. Consignment was not sold in accordance with these instructions. (b) C.P.R. charged \$30 excess freight account car not loaded to capacity.	Settled to satisfaction of shipper.
Mar. 5.	Quaker Oats Co., Peterboro, Ont.	Grading of oats shipped to this company.	This complaint was referred to the Chief Inspector who found official samples up to grade.
Mar. 7.	R. H. Smith, Yellow Grass, Sask.	<i>Re</i> shortage on cars Nos. 96036 and 88812.	This complaint was referred to the Chief Weighmaster who reported that so far as the weighing of this shipment at Fort William was concerned everything was in order.
Mar. 7.	Baird & Botterell, Winnipeg Man.	General complaint <i>re</i> diversion of cars.	Settled.
Mar. 8.	J. B. Parker <i>vs.</i> R. G. MacDonnell.	Claim amounting to \$22.28. Balance due on track deal.	Settled in full.
Mar. 10.	G. Lien, Watrous, Sask., <i>vs.</i> North Star Grain Co.	<i>Re</i> disposition and sale of car 302612.	Settled satisfactorily.
Mar. 15.	W. Isley <i>vs.</i> Grain Growers' Grain Co.	Wrong settlement sent to Mr. Islay. Complaint taken up by the Grain Growers' Association of Chaplin, Sask.	Adjusted satisfactorily by payment of \$235.

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COMPLAINTS. —*Continued.*

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1913.			
Mar. 15..	E. R. Wayland of Fort William Ont.	<i>Re</i> grading of wheat shipped on SS. <i>Maxman</i> .	The Board has no jurisdiction in this case, as official samples of the cargo were not taken.
Mar. 19..	L. S. Harper <i>vs.</i> Atlas Elevator Co.	Shortage in weight of car of grain shipped through Atlas Elevator at Lewvan.	Elevator Co. settled for shortage.
Mar. 19..	J. Beatty, Grand Coulee, Sask. <i>vs.</i> Imperial Elev. Co.	<i>Re</i> settlement of storage tickets —\$38.80.	Paid in full by defendants.
Mar. 22..	Fred Thurlby, A. R. Baden, <i>vs.</i> Atlas Elevator Co.	Claim for interest on proceeds of car of grain from time grain was sold to date of settlement.	Claim disallowed.
Mar. 22..	Carl Laing & John Rosseth <i>vs.</i> Prairie Elevator Co., Holden, Alberta.	Complainants stored oats in Prairie Elevator and ordered them shipped to Woodward & Co., Winnipeg, care Anchor Elevator Co., Winnipeg. The Prairie Elev. Co. billed cars to Fort William, Ont., and shippers claimed settlement for loss resulting.	The Board ordered the Prairie Elevator Co. to reimburse shipper for loss.
Mar. 24..	Fred W. Ford, Heath, Sask...	Shortage on car G.T.P. 30284.	The Chief Weighmaster investigated and found everything in connection with the weighing of this car at Fort William in order.
April 8..	A. E. Bence, <i>vs.</i> Sask. Elevator Co.	Elevator Co. deducted dockage of about 3% on car of wheat—1270—50 bush. and did not advise to whom car was sold or date of sale.	This complaint was fully investigated and everything connected with the handling of this car was found in order. All particulars regarding dockage and sale of this shipment were forwarded to complainant.
April 8..	A. Setter, Russell, Man.....	Complaint against the agent of the National Elevator at Endcliffe, Man., using car order book, which was in his charge, for his own advantage. A. Setter claims \$50 excess storage charges through not getting car he ordered.	Complaint was settled to satisfaction of all concerned by Inspector Jones.
April 8..	P. Brownridge, Alpha, Man...	Complaint <i>re</i> grade of two cars wheat No. 35938 and 61008.	Car No. 35938 was reinspected and grade confirmed. Car No. 61008 had been unloaded, accordingly no reinspection was possible.
April 8..	C. Perceveault.	Complaint <i>re</i> freight charge of 51c. per 100 lbs. on car grain shipped to Duluth. Claimed rate of 28c. per 100 lbs.	No claim. Freight charged according to legal tariff.
April 8..	Levi Beck, Yorkton, S., <i>vs.</i> Grain Growers' Grain Co.	<i>Re</i> price obtained for grain in car No. 74010.	Settled by the Grain Growers' Grain Co.—3¼c. per bushel.
April 16..	Melita Farmers' Elev. Co., <i>vs.</i> C.P.R.	Shortage on car of wheat from Melita to Ft. William.	Validity of claim not established.
April 17..	J. C. Hamilton, Indian Head, Sask., <i>vs.</i> McLaughlin and Ellis.	Complaint <i>re</i> delay in settlement for shipment of wheat.	Settled.
April 18..	John Nordal, Hubbard, S., <i>vs.</i> Atlas Elevator Co.	<i>Re</i> price obtained for grain in car No. 10491.	Claim dismissed.
April 21..	Stettler Frs. Elev. & Supply Co. <i>vs.</i> Grain Growers' Gr. Co. at Fort William.	<i>Re</i> shortage of 53 bush. of wheat in car 121576 <i>ex</i> Botha, Alta., also five other cars.	Complaint was referred to the Chief Weighmaster, who reported to the Board that he could find no record of any damage or leakage in these cars at time of their arrival at Fort William.

5 GEORGE V., A. 1915

COMPLAINTS. —Continued.

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1915			
April 23.	W. G. Fitzgerald.	Complaint <i>re</i> grading of car wheat.	Grade confirmed.
April 26.	F. Grainger <i>rs.</i> Walbridge Grain Co.	Complaint <i>re</i> (a) interest on advance payment on sale of car of oats, and (b) charge of 2c. per bush. spread between ex. 1 fd. oats and 1 fd. oats on inspection.	Board decided that (a) no interest should be charged, as it was a payment on account and not an advance.—(b) The spread taken was correct.
April 29.	W. R. McGowan.	Complainant stored 1,432 bus. wheat in Killam Frs. Elev. and loaded on cars and sold to Alberta Pac. Grain Co. Car was wrecked and out-turn at Fort William was only 780 bush.	Settled by C.P.R.—\$277.40.
April 30.	T. A. Murphy <i>rs.</i> Randall, Gee and Mitchell.	Complaint on (a) demurrage charge of \$71.35 on car of barley by C.P.R. (b) Original sale at 57c. per bushel basis 3 C.W. and settlement at 45c. basis 4 C.W.	C.P.R. refunded demurrage charge of \$71.35. (b) Grain shipped did not grade 3 C.W. as per contract, but went 4 C.W. No claim.
July 7.	Johnson Bros. <i>rs.</i> Alberta Grain Co.	Claim for shortage of 114 bush. on two cars of wheat and 60 bush. on 1 car of flax shipped through Alberta Grain Co's. elevator at Warner.	Board decided that Elev. Co. was liable for these shortages.
July 7.	W. Hyenga	Claimed that car of oats which graded Rej. Mixed heated should have graded 2 C.W.	Car unloaded before complaint received; accordingly nothing could be done.
July 16.	Belbeck Frs. Elev. & Trading Co. <i>rs.</i> C.P.R.	Claim for shortage of 106 bush. on car of flax from Belbeck Elev. to G. G. Gr. Co., Fort William.	No claim.
July 10.	V. H. Bower, High River, Alta., <i>rs.</i> Robin Hood Mills, Ltd.	Shortage of 136 bush. in shipment of grain.	Settled by instructions of the Board.
July 17.	W. H. Nesbitt <i>rs.</i> McLennan Bros.	Claim for settlement on two cars oats on basis of sale on track Frobisher instead of Kingston, Ont.	Settled by McLennan Bros. on basis of sale on track at Frobisher.
July 21.	Dr. H. D. Crook <i>rs.</i> Farmers' Elev. Co., Loughheed.	Complaint for settlement on shortage of car of wheat.	Settled by the Elevator Co.
July 21.	John F. Mohr <i>rs.</i> John H. Dunsheath.	Balance due on car of grain sold by defendant on commission.	Settled in full by J. H. Dunsheath.
July 21.	Ben. Armstrong <i>rs.</i> Dominion Elevator Co.	Claim for \$53.04 <i>re</i> shortage on car of wheat shipped from Whitewood, Sask., to Fort William, Ont.	No claim
July 24.	L. R. Boyle <i>rs.</i> Sunny Belt Elevator Co.	Special binned barley on being shipped out-turned 49.14 bushels short. Claim \$19.76.	Elevator Co. settled claim in full.
Aug. 8.	Parrish and Heimbecker <i>rs.</i> C.P.R.	Preference being given shipments of export grain over local shipments regardless of date of orders at the C.P.R. elevator, Port McNicoll, Ont.	Not within the jurisdiction of the Board. In our opinion a matter for the Railway Commission.
Aug. 9.	Thos. Margetts <i>rs.</i> Strong and Dowler.	Thos. Margetts received settlement on car tough No. 1 feed oats at 29½c. and claimed settlement on basis of 30½c.	Claim not sustained.
Aug. 16.	Iowa Alberta Land Co., Lethbridge, Alta.	<i>re</i> Bill of sale.....	Outside our jurisdiction.

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COMPLAINTS. —*Continued.*

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1913.			
Aug. 18.	Woodward & Co.	Complaints <i>re</i> shortage of 800 bushels of flax on SS. <i>Chili</i> , unloaded at Buffalo.	Complaint referred to Mr. A. A. Bowen, Inspector and Weighmaster, who, after thorough investigation, reported to the Board that he could find nothing at Fort William indicating any cause for this shortage.
Aug. 21.		Avonlea Board of Trade complained that elevator companies were paying less for flax loaded on track at Avonlea than they were paying at Rouleau, Saskatchewan, the freight rates to Fort William being the same in each case.	On investigation the elevator companies denied the allegations.
Aug. 26.	J. H. Anderson.	Complaint <i>re</i> car of wheat which graded No. 3 Northern at Winnipeg, and on being reinspected at Fort William graded "Condemned No. 1 Damp, Heated and Heating."	Car was held in yards at elevators on account of congestion and delay caused deterioration. Not within the jurisdiction of the Board to place the responsibility for this loss.
Aug. 28.	Joseph Glenn, Indian Head, Sask.	Shortage of 50 bushels on car No. 116450.	Validity of claim not established.
Aug. 30.	Wm. Hainford.....	Inspector reports that construction train on C.N.R., Swift Current extension would not lift two cars flax loaded at Clay City Sask.	Board reported complaint to assistant Gen. Manager C.N.R.
Sept. 15.	Ontario and Manitoba Flour Mills.	Grade of car No. 139204 <i>ex</i> Fort William. Claim that grain had been spoiled by lime, which claimants affirmed must have been in car before loading.	Dismissed.
Sept. 22.	B. E. Bjornson <i>vs.</i> Pioneer Grain Co.	Delay of car being unloaded at terminal elevator, also <i>re</i> demurrage and switching charges against this shipment.	Claim unfounded.
Sept. 22.	Montgomery Bros. <i>vs</i> Matheson-Lindsay Grain Co.	Refusal of company to ship storage grain to the terminal elevator requested by owner.	Board decided against elevator company, and car was shipped as per owner's instructions.
Sept. 22.	H. Martens <i>vs.</i> North Star Gr. Co.	Charges and deductions for drying, etc., on car C. N. 35466.	No claim. Everything in order.
Sept. 29.	R. W. Fish <i>vs.</i> C.P.R.....	Railway Co. refused to grant elevator site at Amisk, Alta.	Site granted.
Oct. 2....	Smith-Murphy & Co....	Alleged shortage of 10,000 lb. on car No. 20136 <i>ex</i> Loughburn, shipped to Port Arthur, Ont.	Car arrived at Port Arthur in good condition. No record of any defect.
Oct. 3....	D. A. Hiebert <i>vs.</i> Canadian Elev. Co	Refusal of elevator Co's. agent at Rosthern to ship farmers' grain to any other terminal elevator than their own.	Claim unfounded.
Oct. 3.	Thos. Taylor <i>vs.</i> Western Can. Flour Mills Co.....	Delay in disposing of a carload of No. 6 damp wheat which, on arriving at terminal elevator, was found to be rotten, and of no commercial value.	The Western Canada Flour Mills Co. sent Mr. Taylor cheque for \$460.10 in full settlement.

5 GEORGE V., A. 1915

COMPLAINTS—Continued.

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1913.			
Oct. 6...	Royal Elev. Co. vs. Western Elev. Co.....	Claim of \$190, being loss to Royal Elevator Co. caused by the Western Terminal Elev. Co., not advising them of the out turn at their terminal elevator of car No. 47580, <i>ex Tugaske</i> , containing Flax.	The Board ruled that the Western Ter. Elev. Co. must pay claimant the difference in price of flax, between that which prevailed on the day expense bill was received by defendants from C.P.R. and the day out-turns were received by the Royal Elev. Co.
Oct. 7.....	Spencer Grain Co. vs. C.P.R.	<i>Re</i> C.P. car No. 121088, claim \$73.20 for part of a car of barley. Car was bulk-headed, part to go to Brackman & Kerr, and part to the Canada Malting Co. The former company got their portion, and claim to have billed the car to the Canada Malting Co., which company affirms that they did not receive it. The C.P.R. refuses to accept responsibility.	The Board arranged a meeting at Calgary to investigate this case, but were later advised that the parties in this dispute had come to satisfactory arrangements.
Oct. 11....	G. M. Dimmitt.....	Grading of car No. 133898 rejected mixed grain, C. C. for flax.	Official sample reinspected by Mr. Symes and found to be correctly graded.
Oct. 30....	K. L. Wigdale.....	Grading of car No. 304263 No. 2 Nor. C. C.	Inspection in order.
Oct. 24....	Manitoba Grain Growers' Association.	Variance between Winnipeg and Fort William load line records <i>re</i> cars Nos. 91002 and 88354.	Referred to the chief weigh-master.
Oct. 25....	Thos. Matcham vs. MacLennan Bros...	Delay in selling car No. 20639 containing 1511 bushels of grain, which was consigned to the defendants for sale on commission.	The Board fully investigated this claim and found that MacLennan Bros. were not at fault.
Oct. 25....	Ben Foster Somerset, Man. vs. Blackburn & Mills.	This company purchased a carload of barley from Mr. Foster, for future delivery. Exception was taken to the use in this case of the track buyer's purchase contract form, set forth in Schedule "G" of the Canada Grain Act, as this form of contract did not suit the conditions of the transaction. Amendment to the Grain Act, respecting this form has been suggested by Messrs. Blackburn & Mills.	
Oct. 28....	Government Elevator, Port Colborne, vs. Port Arthur Elev. Co.	Damage to marine towers by reason of a large piece of timber being unloaded along with cargo of wheat shipped from Port Arthur elevator.	Port Arthur Elev. Co. deny responsibility.
Oct. 31....	W. J. Allan vs. Security Elev. Co..	Special bin storage tickets called for 1039:30 Bush. Car out-turned 1100 bush. Owner of grain claims overage.	Ticket weights govern. No claim.
Oct. 31....	Murdock Kerr vs. Standard Elev. Co.	Shortage on shipment of stored grain.	Case dismissed.
Oct. 28...	Geo. West vs. N. M. Paterson & Co.	Delay in settling for car No. 1 Nor. Wheat consigned to Paterson & Co.	As receipt of 1° wheat at any hospital elevator such as Paterson Co.'s elevator is contrary to law, the grain had to be diverted to another elevator. Hence the delay.

SESSIONAL PAPER No. 10d

November 3, 1913.—Ames, Brooks Co., Duluth, Minn. (Complainants)—

The steamer *Philip Minch* was loaded with 490,402 bushels of 2 C.W. oats, at the Grain Growers' Grain Company's terminal elevator at Fort William, and at the Port Arthur elevator at Port Arthur, on the 12th and 13th days of October, 1913. The cargo was unloaded at Buffalo, and complainants affirm that the oats were found to be out of condition and heating at the unloading.

The board held a special session at Fort William on November 11, 1913, to hear this case, and after due consideration rendered the following decision:—

“The Board of Grain Commissioners consider that the inspector should have reported to the office that he had caught some warm grain going into the cargo. This would have given the inspector in the office an opportunity of making an investigation before issuing the certificate. The negligence of the inspector in not doing this does not involve the department in any liability.

The board is of the opinion that the elevator owners did accidentally, or otherwise, ship some warm grain into the cargo, and the elevator should be held responsible for any loss caused thereby.

The board has no means of ascertaining how much warm grain was run into the cargo, and has no means of ascertaining what amount of damage it may have done. The board regrets that the complainants did not give notice to the board at the time of unloading, so as to give an opportunity of having official samples taken and an inspection made before the identity was lost.

Upon a review of the conditions of the case, the Board of Grain Commissioners consider that the Canada Grain Act gives it no way of assessing the damages, if any. The complainants, if they have any evidence that will enable them to get damages from the law courts, have that recourse open.”

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1913.			
Oct. 31....	D. Watson vs. J. Richardson & Sons.	Sale of car No. 72852 on commission.	No cause for complaint.
Nov. 6....	T. McHale vs. North Star Grain Co.	Settlement price on track purchase.	On investigation Board found complaint to be unfounded.

November 5, 1913.—Affidavits were received from several farmers and shippers of Revenue, Sask., to the effect that train conductors on the Wilkie-Kerrobert branch of the Canadian Pacific Railway were refusing to supply farmers with cars for the shipment of their grain until paid \$5 for each car; in fact this sum was paid in several instances.

As such actions on the part of the conductors are contrary to law, the board supplied the general manager of the Canadian Pacific Railway with full particulars resulting in conductor G. M. Riddock and brakemen R. S. Correll and R. C. Laird being arrested, and tried at Wilkie, Sask., on December 3, 1913, before James Rodney, J.P., of Scott.

These men were convicted on charges of corruptly obtaining bribes for supplying cars to farmers at Revenue. Riddock was fined \$100 and costs, or in default of payment six months' imprisonment, while Correll and Laird were each fined \$25 and costs, or two months in jail.

5 GEORGE V., A. 1915

COMPLAINTS—Continued.

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1913.			
Nov. 13...	Continental Grain Co. vs. D. Horn & Co.	Overcharge on cleaning car C.P. 115072.	According to facts laid before the Board refund is due.
Nov. 17...	O. A. Wooley, vs. McLaughlin Elev. Co.	Overcharge of \$44.32 for storing wheat at Welling elevator.	Settled in full.
Nov. 18...	Wm. T. Baker vs. Alta. Pac. Grain Co.	Elevator Co.'s agent at Blackie refused to bill stored grain according to owner's instructions.	Complaint withdrawn, matter having been satisfactorily adjusted.
Dec. 2...	A. G. Robertson vs. C.P.R.	Mr. Robertson shipped six carloads of grain to Fort William, and every car out-turned short.	Chief Weighmaster Mr. J. G. White thoroughly investigated the handling of these shipments and could find nothing amiss.
Dec. 3...	Woodward & Co. vs. Dominion Elev. Co.	Refusal of country elevator agent at Langenburg, Sask., to handle grain through elevator unless consigned to his own company.	Allegations denied by elevator company. They state, however, that owing to the limited capacity of their elevator grain was refused.
Dec. 5		A communication was received from Mr. Robert E. Serr of Krupp, Sask., advising that he had 3,500 bushels of blue stem variety of wheat, and was unable to sell same.	As there is no sale for such wheat in Eastern Canada, Mr. Serr was advised to get in touch with the Secretary of the Calgary Grain Exchange.
Dec. 5...	A. S. Frederickson, Dundurn, Sask.	Illegal operation of the car order book at Dundurn, Sask.	File sent to country elevator inspector Brown who duly investigated condition complained of.
Dec. 8...	J. H. Walker vs. Western Elev. Co.	Has country elevator operator with elevator on C.N.R. right to refuse grain for shipment to Duluth?	Such elevator operator cannot be compelled to do so.
Dec. 9...	T. J. Adair vs. Grain Growers' Grain Co. and C.N.R.	Delay in handling of car of wheat.	File handed to inspector Snow at Winnipeg, who arranged settlement. The C.N.R. paid \$150 and the Grain Growers' Grain Co. paid the balance of claim.
Dec. 10...	Albert Lawrence.	Complaint laid against Mr. Wisheart for loading a car of grain out of turn at Brada Siding.	Country elevator inspector S. Brown was sent to investigate, and found that complaint was well founded, and if Mr. Lawrence desires to prosecute he has a good case under Section 120 of the Canada Grain Act.
Dec. 10.	C. A. Gillis vs. State Elevator Co.	The complainant stored 1,033 bushels of flax in this company's elevator at Pambrum. The grain was shipped in an 80,000 lb. car resulting in Mr. Gillis having to pay \$30.80 excess freight. The car also out-turned short, \$60.67 was claimed in this connection making total claim \$91.47.	The Board held a special session at Swift Current to consider this case, and after proper hearing gave judgment in favour of the claimant for the amount claimed.
-Dec. 22.	Walter Young vs. Western Elev. Co.	Refusal of their country elevator agent to consign storage grain as requested by owner.	Shipper has the right to designate which terminal his grain is to be shipped to, but country elevator company has the right to custody of the grain until unloaded at the terminal.

SESSIONAL PAPER No. 10d

COMPLAINTS—Continued.

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1913.			
Dec. 13.	Victor Sittler vs. Atlas Elev. Co.	Complainant stored 1,934 bushels of 2 CW oats in Redford elevator. Agent shipped said oats in an 80,000 lb. car filling said car to proper capacity with lower grade oats. In inspection in Winnipeg this car graded No. 2 Feed.	Elevator settled this claim, basis the 2 CW price on date of sale of original shipment.
Dec. 18.	Maple Leaf Milling Co.	Want re-inspection on cargo of 1° wheat shipped on SS. <i>Iroquois</i> .	Complaint withdrawn.
Dec. 22.	McLennan Bros. vs. Western Terminal Elevator Co.	Principle, regarding necessity of owners, having duly authorized agents, to sign documents, such as billing instructions on grain shipped ex-terminal elevators.	Board decided in affirmative.
Dec. 23.	R. N. Wilson vs. R. G. Macdonnell.	The plaintiff sold 15,000 bushels of grain for future delivery to R. G. Macdonnell. The grain was not delivered until after the time stipulated in the contract, resulting in a disagreement regarding final settlement.	The Board held a session at Calgary to consider this case, but as plaintiff did not appear the case was dismissed.
Dec. 27.	W. J. Sproul.	At Government elevator Port Arthur out-turn of car No. 134922 containing BE=1 NWC Flax, 5% waste; NBE=1 NWC Flax, 11% dockage (2% wheat, 3% oats, 5% waste).	Out-turns in order. No claims.
Dec. 30.	W. J. Thompson vs. Quaker Oats Co.	Returns on carload rejected oats.	No ground for complaint.
1914.			
Jan. 2.	John Foster.	Grading of Car No. 144938 inspected at Winnipeg, Nov. 14, 1913.	No redress as car was unloaded and identity lost, before complaint received.
Jan. 12.	Square Deal Grain Co. vs. Dwyer Elevator Co.	Diverting to and unloading at Dwyer Elevator; Fort William car No. 202491 without instructions from owner or his agents.	The Dwyer Elev. Company agrees to settle with shipper.
Jan. 12.	M. W. Hyenga.	Grading of car No. 70130, 3 C.W. oats.	Original inspection correct.
Jan. 15.	Gillespie Brothers vs. Hansen Gr. Co.	Shipment of rejected mixed Grain not cleaned according to owner's instructions.	Complaint dismissed.
Jan. 26.	Geo. Moodie of Glenavon, Sask.	Re grading and charges against shipment of car No. 68228.	Car was unloaded before complaint received, therefore no change of grade could be made; other matter satisfactorily explained.
Jan. 26.	Jas. Miner vs. G. G. G. Co.	Plaintiff sold defendant five cars of wheat on track and claims he did not receive fair adjustments when cars were unloaded.	The Board investigated this claim and gave judgment for plaintiff in the sum of \$138.68. The G. G. G. Co. settled claim at those figures.
Jan. 26.	R. McComb vs. Imperial Elevator Co.	Settlement on storage grain afterwards bought on track.	Dismissed.
Jan. 26.	W. G. Walker vs. British America Elevator Co.	Error made by Company in adjusting sale of car No. 44924.	Claim well founded and company sent Mr. Walker cheque for \$111.05 in full settlement.
Feb. 4.	N. E. Roberts vs. Joseph Glenn	Claim of \$30.30 being balance due on sale of three cars of grain on track.	Settled in full.

5 GEORGE V., A. 1915

COMPLAINTS—Continued.

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1913.			
Feb. 17.	Square Deal Gr. Co. <i>vs.</i> C.P.R.	Claim <i>re</i> shortage on car No. 106776 ex Osage, Oct. 9, unloaded at Fort William. Amount short 2,605 lb.—\$30.35.	The Board investigated and advised both parties that they considered the railway company liable for this shortage.
Feb. 20.	W. Farmer <i>vs.</i> Reliance Gr. Co.	Claimant stored grain in special bin in the Blucher Elevator of the Reliance Gr. Co., and as said grain on being shipped showed an overage he claims surplus as his.	Mr. Farmer received settlement based on what his storage tickets called for.
Feb. 20.	R. Finlay <i>vs.</i> Sask. Co-Op. Elevator Co.	Complainant stored grain in this company's elevator at Perdue (special bin) and on grain being shipped to terminal there was an overage which Mr. Finlay claimed.	The Board held a special session at Saskatoon to consider this claim and as a result made the following ruling: "Generally the weight shown on the storage tickets should govern unless an investigation by the Board reveals some reason for the contrary. In this case the investigation shows some other person's had been mixed with Mr. Finlay's. Mr. Finlay, therefore, is not entitled to the surplus.
Feb. 20.	Robin Hood Mills Ltd. <i>vs.</i> Mrs. H. Thompson.	The complainants special binned 3,755 bush. of oats for the defendant at their elevator at High River. On grain being shipped the out-turns showed an overage of 400 bushels, which plaintiffs assert belongs to them.	The Board held a session at Calgary to hear this case, but Mrs. Thompson was not represented. In the opinion of the Board this case is a matter for the courts.
Mar. 2.	P. Rintoul, Son & Co., Glasgow, Scotland.	Complain that two shipments of 3 C.W. Barley shipped on Oct., 1913, ex bonded elevators at Duluth contained barley of 1912 crop.	The Board instituted a thorough investigation and found that there were in the two elevators at which these cargoes were loaded about 8,000 bushels of 1912 crop barley. This amount no doubt was shipped as part of said cargoes.
Mar. 7.	J. H. Hannah <i>vs.</i> Reliance Grain Co.	Mr. Hannah instructed this company to ship his two carloads of barley to Duluth and sell same on the United States market, in the event of prices being higher than the Canadian market. The grain was sold on the Canadian market, and Mr. Hannah not being satisfied with the price obtained, asked the Board to investigate and compare prices on the Canadian and United States markets.	After due investigation, the Board found that the price realized for this grain was greater than could have been obtained on the United States market. Proof was forwarded to Mr. Hannah, who replied that he was entirely satisfied.
Mar. 11.	W. J. Johnson <i>vs.</i> National Elevator Co.	Complainant stored 1,387.40 bushels of wheat in the National Elevator at Barnwell. The grain was shipped to the Ellison Milling Co. at Lethbridge, and outturned 46 bushels short. Claim for shortage, \$32.70.	The Board investigated, and arranged settlement. The Ellison Milling Co. and the National Elevator Co. each paid half the claim.

COMPLAINTS—Continued.

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1914.			
Mar. 17..	A. A. Trenholme <i>vs.</i> Strong and Dowler and Taylor Milling and Elevator Co.	In connection with contract entered into by A. A. Trenholme to deliver to Strong & Dowler, of Calgary, 4,400 bushels of oats. The grain was stored in the Brant elevator of the Taylor Milling and Elevator Company.	The Board heard this case in Calgary, and all parties agreed to have the matter adjusted by an accountant.
Mar. 24..	L. M. More <i>vs.</i> Mr. Greenwood and Ogilvie F. M. Co.	Dispute between Mr. More and his farm tenant, Mr. Greenwood, regarding ownership of certain grain stored by Greenwood in Ogilvie elevator at Arcola, Sask.	Case outside of the jurisdiction of the Board and should be settled in courts.
Mar. 24..	A. G. Hopkins <i>vs.</i> Buyer of International Elevator Co., of Bratton, Sask.	Plaintiff claimed that he delivered to the International elevator at Bratton 60 bush. of 1 Northern wheat, but as there was no room for 1 Northern he had to accept 2 Northern for same and was paid on this basis. He further claimed that the buyer did not put his grain in the elevator, but sent same to his own farm for seed.	The Board advised parties in dispute to meet them at Saskatoon, to inquire into the matter, but Mr. Hopkins did not attend, as requested. On written evidence submitted to the Board, the case was dismissed.
Mar. 26..	Melady & Co.....	Complaint <i>re</i> excessive shortages in cargoes unloaded at Liverpool and Avonmouth, England, <i>ex</i> the Intercolonial elevator at Halifax and the Harbour Commissioners' elevator at Montreal respectively.	The Board had Mr. J. G. White, Chief Weighmaster for Canada, investigate the loading of these cargoes, but the matter was later held in abeyance, owing to the jurisdiction of the Board over the Montreal elevator being questioned.
Mar. 26..	Jas. Miner <i>vs.</i> Baird & Botterell.....	Mr. Miner claims \$177.45 due on spreads and overcharge of consul fees. Baird & Botterell dispute the claim.	The Board heard this case at Calgary on July 17, and, after duly considering the evidence submitted, dismissed the case.
Mar. 27..	Alameda Frs. Elevator and Trading Co. <i>vs.</i> Jas. Richardson and Sons.	The complainants complained to the Board with regard to delay in disposing of car No. 206636, which was consigned to J. Richardson & Sons for sale on commission.	On investigation it transpired that the fault lay more or less with the complainants; they lost the original bill of lading for the shipment.
Mar. 28..	Robt. Graves <i>vs.</i> West. Co-op. Grain Co.	The defendants in this case brought the matter to the attention of the Board, as they had been unable to satisfy the shipper, Mr. Graves, as to final adjustment on a car of wheat which they had bought from him on track.	This shipment was adjusted on the basis of a 9c. spread, but later the grain company offered to reduce it by 2c., which offer the shipper refused. The Board investigated this claim, and found that Mr. Graves had been treated fairly, and he accordingly was advised to accept final settlement on a 7c. basis.
April 6..	John B. Heintztuman <i>vs.</i> A. J. Ries.	The complainant was operating a farm under lease, and sold part of his crop to A. J. Ries. In adjusting the deal, Mr. Ries paid part of the proceeds to the owner of the farm operated by Mr. Heintztuman, who disputed his authority for so doing.	The Board investigated, and concluded that the case did not come under their jurisdiction, involving, as it did, the matter of farm leases, adjustments, etc.

5 GEORGE V., A. 1915

COMPLAINTS. —*Concluded.*

Date Received.	Parties Involved.	Nature of Complaint.	Disposition.
1914.			
April 14..	W. J. Gallon, of Regina.....	A general complaint was received from Mr. Gallon to the effect that many farmers in Saskatchewan are being subjected to very unfair treatment at the hands of the country elevator operators. For instance, they are often met with the statement that while their grain is of No. 1 Northern grade, the No. 1 Northern bins in the elevator are full to capacity, and the grain will have to go in a No. 2 Northern or No. 3 Northern bin, as the case may be, resulting in the farmer only receiving payment for the lower grade.	Under directions from the Board, Secretary sent all the country elevator inspectors a copy of this complaint, advising them to be on the lookout for any trouble of of this nature.
April 22..	A. J. Adams vs. State Elevator Co.	This elevator company failed to advise owner's agent that his grain had been unloaded at a terminal elevator at Port Arthur, resulting in two months' storage accruing against same. Claim was made on the State Elevator Co. for refund of said storage money.	The State Elevator Co. settled this claim in full.
May 11..	W. E. Cummings.....	Grading of car No. 56562 3 Northern wheat.	This car was unloaded at terminal elevator before receipt of complaint. Accordingly, grain could not be reinspected.
May 11 ..	G. D. Fitzgerald vs. Grenfell Farmers' Elevator Co.	Complainant stored 4,080 bushels of oats, which on being shipped outturned 36 bushels short. Mr. Fitzgerald therefore makes a claim for \$44.92 to cover this discrepancy.	After due investigation, the Board instructed the elevator company to pay this claim, which they immediately did.
Sept. 16..	Canadian Elevator Co. vs. C.P.R.	The elevator company claims that the C.P.R. should remunerate them for loss incurred by reason of car 96410 not being forwarded to destination with due despatch, resulting in the grain contained therein going out of condition.	The Board decided that this case did not come within its jurisdiction.

CHAPTER 13.

DEFAULTS.

- 1. THOS. F. ENNIS, WINNIPEG.
- 2. GOOSE LAKE ROLLER MILLS, HARRIS, 1910-1911.
- 3. GOOSE LAKE ROLLER MILLS, HARRIS, 1912-1913.
- 4. ORVILLE GLENN, WINNIPEG.
- 5. GIBBS COMMISSION CO., WINNIPEG.
- 6. ROYAL GRAIN CO., WINNIPEG.
- 7. WALBRIDGE GRAIN CO., CALGARY.

I.—THOMAS F. ENNIS, WINNIPEG.

DEFAULT, SEASON OF 1913-1914.

Mr. Thomas F. Ennis was licensed as a grain commission merchant and bonded in the sum of \$5,000 by the Guardian Accident and Guarantee Company of Montreal. The following is a summary of the claims filed with the board:

No.	Name.	Amount.
		\$ cts.
1.....	E. Gauthier.....	816 25
2.....	P. Levasseur.....	726 62
3.....	J. A. Piché.....	740 16
4.....	R. B. Adam.....	801 38
5.....	O. Adam.....	785 48
6.....	C. LeMoine.....	2,239 19
7.....	Francois Georget.....	750 74
8.....	Azarie Gareau.....	818 80
9.....	Emery Gaudet.....	943 23
10.....	Zenon Gaudet.....	962 29
11.....	P. C. Chamberlain.....	919 37
12.....	Napoleon Mercier.....	879 86
	Total.....	\$11,483 37

All of the above claims were admitted by Mr. Ennis as being correct, and the surety company after due investigation agreed to pay their obligation under the bond, namely \$5,000. This amount was paid to the board along with \$1,959.82 which the bonding company's solicitors, Messrs. Sharpe, Staepoole, Elliott & Montague, had collected from Mr. Ennis.

With this money the board paid claims Nos. 1 to 7 (both inclusive), while the balance of the claims were settled in full by Mr. Ennis.

II. GOOSE LAKE ROLLER MILLS, HARRIS, SASK.

DEFAULT, SEASON 1910-1911.

This company carried on a country warehousing as well as a milling business during the season 1910-1911 (Sept. 1, 1910, to August 31, 1911), and were licensed under the Manitoba Grain Act, 1908, as such, by the warehouse commissioner in whose hands the administration of the Grain Act was then vested.

They were bonded in the sum of six thousand six hundred dollars (\$6,600.00) by the Employers' Liability Assurance Corporation, Ltd., of London, England.

According to the warehouse commissioner's records, the first notification received by him that the above company was in difficulties was on July 25, 1911. The surety company was advised of the default, as soon as the first claim was received, viz., Sept. 1, 1911. After an examination of the company's books by the surety company extending over a considerable period, they finally advised that they would pay the amount of their obligations under the bond, viz., six thousand six hundred dollars (\$6,600).

It was not long after this that the Board of Grain Commissioners was appointed, namely in April, 1912, and as this default had not been settled, they assumed all responsibility in connection with settling of the various claims. The matter was immediately taken in hand, and each and every claim was examined, receipts and releases were made out for claimants to sign, many of whom were very dilatory in returning these documents but all were received by the 12th day of May, 1913. Cheques were then forwarded to each creditor as per the following list.

It will be noted that the total claims amounted to \$17,135.69, and as the amount payable under the bond was \$6,600 the creditors only received from this source 38.57 cents on the dollar.

Claim No.	Claimant.	Amount of Claim.	Settlement.
		\$ cts.	\$ cts.
1	Francis Rennie.....	118 73	45 73
2	Pajot Bros.....	2,493 58	960 42
3	A. C. Pajot	549 96	211 82
4	C. S. DitBlondin.....	326 48	125 66
5	A. Carnegie.....	209 25	80 55
6	Henry Boux.....	280 70	108 11
7	Chas. Bursaw.....	1,159 18	446 30
8	O. Bursaw.....	836 76	322 20
9	Carl Steffen.....	260 89	100 47
10	Wm. Nesbitt.....	406 07	156 70
11	C. E. Gordon.....	401 38	154 90
12	G. M. Husband.....	615 94	237 10
13	Wm. Hanson.....	227 34	87 56
14	Joseph Shook.....	362 08	139 45
15	Alex. M. Semple.....	284 79	109 69
16	Tom Adair.....	757 55	291 70
17	Jas. Adair.....	191 41	73 70
18	John Elder.....	417 40	160 77
19	J. L. Gilmore.....	443 84	170 95
20	W. G. Howard.....	368 87	142 07
21	Thos. Kerr.....	480 27	185 00
22	Wm. Nesbitt.....	162 45	62 56
23	I. F. Vail.....	470 39	181 56
24	Gordon & Co.....	3,649 94	1,405 35
25	D. Sutherland.....	202 03	77 81
26	B. Clayton.....	399 91	154 06
27	R. Hamilton.....	612 90	236 06
28	Fred. Gardner.....	269 87	103 95
29	Ethel Gardner.....	175 73	67 80
	Totals.....	17,135 69	6,600 00

SESSIONAL PAPER No. 10d

III.—GOOSE LAKE ROLLER MILLS, LIMITED, HARRIS, SASK.

DEFAULT.

This company was licensed and bonded in the sum of \$6,600 to operate a country elevator at Harris during the season 1912-13.

The London and Lancashire Guarantee and Accident Co., Ltd., of Toronto, Ont., was the surety, and were notified by the board on September 19, 1913, that default had occurred.

On January 8, 1914 the surety company advised that they desired the board to make a thorough investigation of all claims filed in this default in view of the peculiar methods of trading engaged in by Mr. C. H. Cawthorpe, who in addition to acting as manager for the Goose Lake Roller Mills, Ltd., was also agent for the Matheson-Lindsay Grain Company.

Such investigation took place at a special sitting of the board at Saskatoon, Sask., on April 2, 1914, and as a result all claims were settled as per the following statement:

Name	Claim.	Settled at
	\$ cts.	\$ cts.
1 Alex. Semple.....	512 29	512 29
2 Gordon & Patton.....	284 44	252 68
3 F. C. Gordon.....	502 15	502 15
4 H. Lee.....	1,156 96	1,108 65
5 Milton Ryan.....	365 06	350 01
6 S. Shook.....	138 85	125 40
7 J. R. Patton.....	666 98	441 15
8 C. E. Gordon.....	244 20	193 91
9 G. Husband.....	124 00	124 00
10 B. Oldenburg.....	231 74	231 74
11 L. Campbell.....	231 26	Not settled
12 S. E. O. Fordham.....	141 90	" "
Totals.....	4,599 83	3,741 98

The bonding company was found liable for claims 1, 2, and 3, while the Matheson-Lindsay Grain Co. were found liable for the balance of the claims with the exception of claims Nos. 11 and 12.

Claim No 11.—Mr. Campbell did not appear at the investigation, and as evidence at hand was incomplete, the board decided that nothing could be done with this claim until further evidence had been submitted.

Claim No. 12.—Mr. Fordham was not present at the investigation, and from his affidavit it would appear that his claim is against the mill, and not against the elevator. The board therefore considered that the claim did not come within the province of the board.

IV.—ORVILLE GLENN, WINNIPEG, COMMISSION MERCHANT.

DEFAULT (SEASON 1910-11).

Amount of bond, \$5,000. Surety company, the Employers' Liability Assurance Corporation, Limited, of London, England.

This default occurred during the regime of the late administration, but was settled by the Board of Grain Commissioners shortly after their assuming office. Up to that time the claims had been disputed by the surety company.

The late Orville Glen was licensed and bonded in the sum of \$5,000 as a grain commission merchant for the season 1910-11 (from September 1, 1910, to August 31, 1911). About the end of April, 1911, he died, and shortly afterwards his estate was placed in the hands of the Commercial Loan and Trust Company for administration.

At the time of his death it was thought there would be a surplus of assets over liabilities, but in consequence of a disputed partnership account, matters were greatly delayed. Subsequently the trust company made an offer of settlement with the creditors of about 69 cents on the dollar.

Accordingly and in order to protect the creditors, the warehouse commissioner notified the bond company that there was a liability of a default in this case. A copy of each creditor's statement of claim was sent to the bonding company, and after due investigation had been made by the bonding company, they admitted liability, and all claims were paid in full.

List of creditors in this default and amount of each claim.

Claim No.	Name.	Amount of Claim.
		\$ cts.
1.....	T. W. Morrison.....	54 70
2.....	Wm. McDonald.....	832 00
3.....	D. Conley.....	472 68
4.....	C. Baker.....	570 96
5.....	A. Kirkby.....	631 80
6.....	A. Mutton.....	854 10
Total.....		3,416 24

V.—THE GIBBS COMMISSION COMPANY, LIMITED, WINNIPEG, MAN.

DEFAULT, SEASON 1912-13.

The following statement shows a list of the creditors and the amounts of their claims:—

No.	Name and Address.	Amount of Claim.
		\$ cts.
1.....	Richard J. Harris, McTaggart, Sask.....	479 05
2.....	August, Ek., Estevan, Sask.....	573 85
3.....	J. L. Dake, Wymark, Sask.....	580 30
4.....	P. D. Pitman, Elbow, Sask.....	1,282 41
5.....	A. Tarrasoff, Longham, Sask.....	1,598 34
6.....	J. B. Ellert, Milk River, Alta.....	790 70
7.....	John Martin, Cutten, Sask.....	270 33
8.....	John Schlosser, Kerrobert, Sask.....	1,306 76
9.....	Park & Erickson, Ear Hill, Sask.....	470 30
10.....	Park Brothers, Kerrobert, Sask.....	1,105 60
		8,457 64

The board held special sessions in Winnipeg on the 7th, 8th, and 9th days of April, 1914, to investigate this default, and on the 14th day of May, 1914, rendered the following decision:—

The Gibbs Commission Company of Winnipeg was licensed both as trackbuyers and commission merchants under the Canada Grain Act, and in both respects was bonded by the Railway Passengers' Assurance Company, of London, England. The

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company handled cars of grain for the claimants and defaulted. The claimants' case, therefore, is that the Railway Passengers' Assurance Company is liable to them under the bond for the amounts.

A commission merchant according to the Canada Grain Act means any person who sells grain on commission, and the commission merchant's bond is defined in sections 211-216. The transaction contemplated in these sections is not a sale and purchase for either present or future delivery, but the entrusting of the grain to the merchant for selling.

A track-buyer according to the Canada Grain Act means any person, firm or company who buys grain in car lots on track. The track-buyer's bond is provided for in sections 218-219, and the transaction contemplated in these sections of the Canada Grain Act is an actual purchase of grain on track.

The question before the Board of Grain Commissioners is whether the original transactions between the claimants and the Gibbs Commission Company were covered by the bonds.

In its investigation the board received no assistance whatever from Mr. Gibbs or his counsel. Mr. Gibbs did not appear, and neither he nor his counsel gave any information in regard to the books or records of the company except a reference to Mr. Kerr, who had been the company's book-keeper. Mr. Kerr had only two books to put before the board, and these books were of little or no assistance. The Gibbs Company did nothing whatever to assist either the claimants or the Board of Grain Commissioners.

A mass of books and papers was found, and the board gave time to permit counsel to search for evidence bearing upon the claims. Whether all the relevant documents were found or not the board cannot state.

The counsel for the claimants rest their cases largely upon the account sales, furnished by the company to each claimant, which shows that the Gibbs Company charged each claimant one cent per bushel commission. The argument is not altogether conclusive, because such an account is rendered, and a cent per bushel charged, in cases where the transaction is not such as is contemplated in sections 211-217 of the Canada Grain Act.

Mr. Kerr, book-keeper for the Gibbs Company, swore that the transactions were all commission transactions, but his evidence on this point was of a general nature, and what he stated might be true while at the same time the particular transactions under investigation might not have been consignments of grain within the meaning of the bond.

The board sought for evidence that would show the precise nature of the original transaction between each claimant and the Gibbs Company.

1. The claims of Richard D. Harris, J. L. Dake, John Schlosser, Park Brothers.

The board considers that there is sufficient evidence to show that the original transactions between all these four claimants and the Gibbs Company were consignments within the meaning of the Act. This evidence consists of letters between the claimants and the Gibbs Company, and these letters taken along with the account sales, are ample proof that the cars were consigned on commission.

2. the claim of August Ek.

In this case the grain was secured by C. W. Johnson, who was agent for the Gibbs Company and registered as such by the Winnipeg Grain Exchange. Letters bearing on the case between C. W. Johnson and the Gibbs Company were found. In this case the only question is whether the claim is covered by the track-buyer's bond rather than by the commission merchant's bond. The Canada Grain Act defines a track-buyer as any person, firm or company who buys grain in car lots on track, and sections 218-219 dealing with track-buyers, contemplate the actual purchase of grain on track in car lots. On the other hand the by-law of the Winnipeg Grain Exchange provides for the consignment as well as the purchase of track grain. John-

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son, as the registered agent for the Gibbs Company, could either buy or consign track grain under the by-law of the exchange. The Board of Grain Commissioners considers that the track-buyer's bond should be made to cover this practice, though the board recognizes that the Canada Grain Act seems only to provide for purchase of track grain.

3. Claim of A. Tarasoff.

Mr. Tarasoff was the only claimant to appear in person before the board. His evidence was clear and definite, and was not controverted, and was to the effect that he had entrusted his grain to the Gibbs Commission Company to sell for him.

4. Claims of P. D. Pitman, J. B. Ellert.

The evidence in these cases is not as strong as in the preceding ones. P. D. Pitman shipped a car of flax on the 5th of July, 1913. One letter was found addressed to him from the Gibbs Company dated July 9, which contained the words "We thank you for this shipment and will carry out your instructions." This is consistent with Pitman's claim that it was a consignment on commission, but nothing else was found.

In Ellert's case there is a letter from the Gibbs Commission Company under date of July 5, 1913, which is consistent with the claim that Ellert's car was consigned on commission.

5. The claims of John Martin, John Park.

In these cases there is nothing in the hands of the board but the affidavits of the claimants, the evidence of Mr. Kerr and the account sales.

It is the judgment of the board that the account sales showing that one cent per bushel commission was charged in each case, taken along with the evidence of Mr. Kerr to the effect that the business done was a commission business, the affidavits of the claimants, the evidence of Mr. Tarasoff in his own case, and the letters referred to, form a sufficient body of proof that the cars of grain were consigned within the meaning of the Canada Grain Act, and that therefore the Railway Passengers Assurance Company is liable for the amounts, to the extent of the bond given the Gibbs Company as commission merchants.

In accordance with the board's decision the surety company immediately filed with their solicitors a cheque for \$5,000 with instructions to pay the creditors as soon as receipts and releases were signed releasing the surety company from further liability.

VI.—ROYAL GRAIN COMPANY OF WINNIPEG.

DEFAULT.

The Royal Grain Co., Ltd., was licensed and bonded as a grain commission firm. in the sum of \$27,000, during the season 1912-13.

Sureties—The London Guarantee and Accident Company, Limited, of London, England.

The first intimation that the Royal Grain Co., Ltd., had defaulted was received on October 18, 1912, at which time Mr. D. W. Coulter, of Taber, Alta., advised the board that he had been unable to collect balances due, in connection with cars handled for him by the said Royal Grain Company, Ltd.

The board immediately demanded an explanation from the company, but was informed that it had gone out of business, the liquidation proceedings being in the hands of Messrs. Andrews, Andrews, Burbidge & Bastedo, barristers, etc., Winnipeg, Man.

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In due course other claims were received. A complete summary of the claims is as follows:—

No.	Complainant.	Amount of Claim.
		\$ cts.
1.....	D. W. Coulter, Taber, Alta.....	3,866 51
2.....	Hitchcock & McCulloch, Moosejaw.....	1,037 26
3.....	Taylor Milling and Elevator Co., Lethbridge.....	2,405 69
4.....	G. B. McKay, Brant, Alta.....	646 77
	Total.....	7,956 23

The claim of Hitchcock & McCulloch was paid in full by the surety company, but in view of certain legal points involved they advised the board that they intended repudiating all the other claims. Accordingly, and at the request of the creditors whose claims had been turned down, the board held a session at Winnipeg on the 3rd and 4th days of Sept., 1913, to consider their claims.

The surety company took the stand that the dealings between these creditors and the Royal Grain Co., Ltd., were not commission deals, and accordingly were not covered by the commission merchants' bond given by the said Royal Grain Co., Ltd. Therefore, the principal point at issue was, whether the original transactions were consignments of grain for sale on commission in the sense of sections 211, 212 and

216 of the Canada Grain Act.

After duly considering the evidence submitted, the board gave the following rulings respecting each case:

Claim No. 1.—D. W. Coulter.

Mr. Coulter failed to produce evidence sufficient to show that any of the original transactions concerned were consignments of grain for sale on commission, within the terms of the Canada Grain Act.

Claim No. 3.—Taylor Milling & Elevator Co., Ltd.

The Board of Grain Commissioners conclude that the transactions on which the claim of the Taylor Milling & Elevator Company, Ltd., is based, were not consignments of grain for sale on commission in terms of the Canada Grain Act governing Commission Merchants' Bond.

Claim No. 4.—G. B. McKay.

Mr. McKay did not appear at the investigation, and did not instruct counsel to appear in his behalf. He gave a power of attorney to Mr. John Taylor. The counsel for Messrs. Taylor and Coulter asked that Mr. McKay's case be held in abeyance. The claim is for a small amount, the balances due on three cars. A purchase note was produced by counsel for the London Guarantee & Accident Co., Ltd., which referred to a transaction on one of the three cars involved. However, on the invoice of the transaction referred to, a commission of 1c. per bushel is shown. The board agreed to let this case stand over.

VII.—WALBRIDGE GRAIN COMPANY, CALGARY, ALTA.

DEFAULT.

This company was licensed and bonded during the season 1913-14 as

Track-buyers of grain, in sum of..	\$6,600 00
Commission merchants, in sum of..	7,500 00
Country warehousemen (at Crowfoot) in sum of..	6,600 00

The London & Lancashire Guarantee & Accident Company of Canada being the sureties.

On March 21, 1914, the surety company was notified that a default had occurred, and on July 14, 1914, the board held a session at Calgary, Alta., in order to investigate the various claims filed against this grain company.

As a result of the investigation the board approved of the following claims, and the surety gave the board a cheque for \$9,916.19 in order to pay all claims in full. This money was paid out as soon as receipts and releases were received from each creditor.

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List showing List of Claimants, amount of Claims, and disposition of Bond Money.

APPLIED ON TRACK BOND.

Claim No.	Name.	Address	Amount of Claim. \$ cts.
1	Henry J. Borgel.....	Killam, Alta.....	165 35
1	Herman & H. J. Borgel.....	Killam, Alta.....	345 40
2	Henry E. Hyde.....	Pincher Creek, Alta.....	681 70
3	J. A. Wilcox.....	Lone Butte, Alta.....	1,037 20
4	Wilson, Pyper.....	Stettler.....	226 50
Track.....			2,456 15

APPLIED ON COMMISSION BOND.

5	H. E. Beddingfield.....	High River, Alta.....	48 70
6	T. W. Behnke.....	Strome, ".....	176 25
7	H. W. B. Bell.....	Tudor, ".....	227 60
8	John Bly.....	Killam, ".....	711 50
9	John A. Boyes.....	Strome, ".....	207 15
10	Geo. H. Brophy.....	Calgary, ".....	102 75
11	Joseph H. Cassels.....	Clive, ".....	28 60
12	Knud Christensen.....	Carstairs, ".....	20 65
13	A. D. Corey.....	Carstairs, ".....	90 95
14	Harry Dean.....	Killam, ".....	595 95
15	Mathieu & Dutel.....	Cluny, ".....	90 05
16	Oliver J. Elgaaen.....	Pleasington.. ".....	247 80
17	John Gair.....	Killam, ".....	27 35
18	D. R. Garriott.....	Strathmore, ".....	190 80
19	W. E. Green.....	Brant, ".....	155 68
20	George Hoerle.....	Gleichen, ".....	111 20
21	C. E. Himmelreich.....	Garden Plaines, ".....	48 30
22	Myles Hodgson.....	Flagstaff, ".....	275 10
23	Hook & Taylor.....	Acme, ".....	268 55
24	David House.....	Barons, ".....	114 55
25	Thomas H. Kemmis.....	Killam, ".....	177 55
26	William H. Kocher.....	Clive, ".....	49 70
27	Hugh M. Lecky.....	Drumheller, ".....	207 80
28	George T. Moody.....	Drumheller, ".....	291 00
29	Peter Nordvie.....	Strome, ".....	302 50
30	Anary, W. Perelstrous.....	Bassano, ".....	680 71
31	Jas. Richardson & Son.....	Calgary, ".....	325 40
32	Joseph Simard.....	Cluny, ".....	87 35
33	Norman B. Snyder.....	Carstairs, ".....	73 10
34	Spalding Bros.....	Carstairs, ".....	188 40
35	Walter Steiner.....	Vulcan, ".....	262 00
36	Strong & Dowler.....	Calgary, ".....	107 66
37	E. E. Thompson & Co.....	High River, ".....	394 55
38	M. H. Ward.....	Yama, ".....	135 55
39	West. Can. Flour Mills Co.....	Calgary, ".....	335 09
40	Edward Fitzpatrick.....	Vulcan, ".....	102 20
Commisssion.....			7,460 04

SUMMARY.

	Amount of Bonds \$ cts.	Amount of Claims. \$ cts.
Commission.....	7,500 00	7,460 04
Track.....	6,000 00	2,456 15
Country Elevator.....	6,600 00	No claims
Totals.....	20,100 00	9,916 19

Claims Disallowed.

41.	S. M. Lindwood.....	Clive, Alta.....	52 70
42.	J. H. Owen.....	High River, Alta.....	582 97
43.	John Watson.....	Camrose, Alta.....	193 75

CHAPTER 14.

ORDERS ISSUED BY THE BOARD.

Order Number.	Subject.	
1.	Overtime.....	If any railway company, elevator company, shipper, vessel owner or agent of either, shall desire the services of an employee of the Grain Inspection or Weighing Departments for the purpose of inspection or weighing grain, or doing other work in his line of duty as such employee on Sunday or any legal holiday, or at night, said party or parties shall apply to the Inspector or Weighmaster for the services desired, and the Inspector or Weighmaster, if the service is necessary, shall require the same to be performed, and shall charge the expenses thereof to the person, firm or corporation requiring the service.
2.	Warehouse receipts.....	In the matter of warehouse receipts issued by the Montreal Transportation Co. in Kingston, Ont., The Grand Trunk Railway Company, Depot Harbour, Ont., the Prescott Elevator Co., Prescott, Ont., the Collingwood Elevator Co., Collingwood, Ont., covering grain shipped or received from their elevators, 8th July, 1913. It is ordered that said companies file immediately with the Board copy of warehouse receipt issued.
3.	Tariffs.....	In the matter of filing tariff of charges with the Board for storage, cleaning, handling or fire insurance of grain in the elevators of the Collingwood Elevator Company, Collingwood, Ont., the Grand Trunk Railway, Depot Harbour, Ont., Midland Elevator Co., Midland, Ont., for the season of 1913-1914, according to Sections 121, 137 and 139 of the Canada Grain Act, July 8, 1913. It is ordered that said companies file said tariff by the first week in December, 1913.
4.	Number cancelled.	
5.	Loading platform.....	In the matter of the extension of loading platform at Venn, Sask. (G.T.P. Railway Co.), 18th September, 1913. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 20th of October, 1913, in accordance with Section 193 of the Canada Grain Act.
6.	Complaint.....	In the matter of the complaint of C. C. Downes, Dewvan, Sask., <i>vs.</i> the Atlas Elevator Company of Winnipeg, <i>re</i> Car G.T.P. 308133, Oct. 2, 1913. It is ordered that the said Atlas Elevator Company pay to the said C. C. Downes the difference in the price lost by C. C. Downes on account of two Bills of Lading being made for one car, namely 6c. per bushel.
7.	Weighing.....	In the matter of the unloading and loading of cars by the Fenton Elevator Company, Davidson & Smith, Black & Muirhead, Superior Elevator Co., N. M. Paterson & Co., D. L. Bole, Muirhead & Co., all of Fort William, and the National Elevator Co. of Port Arthur, Ont. It is ordered that the said companies issue instructions to see that all cars unloaded and loaded out of their elevators from Monday, May 5, must be weighed by Government officials and the destination of each shipment supplied to said Government officials.
8.	Ownership of grain.....	In the matters of orders received from the Lake Shippers' Association to elevators for the loading of cars. It is ordered that the said association make arrangements to have the name of the firm on whose account the grain is being loaded given in all orders supplied to elevator companies.
9.	Ownership of grain.....	In the matter of D. Horn & Co., Port Arthur, giving the name of the shipper and destination of each car loaded out of their elevator to the inspector in charge. It is ordered that the said company supply the Government inspector in charge at the elevator with the name of the shipper and the destination of each car of grain at time of loading.

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ORDERS ISSUED BY THE BOARD.—*Concluded.*

Order Number.	Subject.	
10.	Loading platform.....	In the matter of the erection of a loading platform at Leary Siding, Man. (Canadian Northern Railway Company), 12th June, 1914. It is ordered that the said railway company erects a standard two car grain loading platform by the 11th of August, 1914.
11.	Loading platform.....	In the matter of the extension of the loading platform at Kendal, Sask. (Canadian Northern Railway Company), 12th June. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 11th of August, 1914.
12.	Loading platform.....	In the matter of the extension of the loading platform at Rose Isle, Man. (Canadian Northern Railway Company), 12th June, 1914. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 11th of August, 1914.
13.	Loading platform.....	In the matter of the extension of the loading platform at Anglia, Sask. (Canadian Pacific Railway), 2nd June, 1914. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 11th of August, 1914.
14.	Loading platform.....	In the matter of the extension of the loading platform at Rosser, Man. (Canadian Northern Railway Company), 12th of June. It is ordered that the said railway company extend the said loading platform to 100 ft. in length by the 11th of August, 1914.
15.	Loading platform.....	In the matter of the extension of the loading platform at Monarch, Alta. (Canadian Pacific Railway Company), 12th June, 1914. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 11th of August, 1914.
16.	Tariffs.....	In the matter of the application of the Montreal Corn Exchange for the disallowance of the tariff in the Montreal Warehousing Company's Elevator at Montreal, 15th June, 1914. It is ordered that the increases objected to by the applicants in so far as elevator "A" of the Montreal Warehousing Company is concerned, are disallowed. It is also ordered that no special charge be allowed for loading grain into cars in so far as the above elevator "A" is concerned.
17.	Default.....	In the matter of the default of the Walbrige Grain Company, Calgary, vs. the London and Lancashire Guarantee and Accident Co., Toronto. It is ordered that the London and Lancashire Guarantee and Accident Company, Toronto, shall show cause at a meeting to be held in the City Hall, Calgary, on Tuesday, July 14, why the claims filed with the said company should not be paid in accordance with the bonds issued.
18.	Shipments.....	In the matter of certain shipments made from the Western Elevator Company, Ltd., in violation of Section 126, Subsection 4 of the Canada Grain Act. It is ordered that the proper officials of the above company shall appear and show cause on the 26th of June, 1914, why they should not be proceeded against for the violation of the above section.
19.	Shipments.....	In the matter of taking in certain quantities of grain in the Grain Growers' Grain Co.'s Elevator "H," Fort William, without being officially weighed, in violation of the rules and regulations governing elevators operated under hospital elevator license. It is ordered that the above company shall appear and show cause on June 26 why they should not be proceeded against for the above violation.
20.	Loading platform.....	In the matter of the extension of the loading platform at Sheho, Sask. (Canadian Pacific Railway), 29th July. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 28th of August, 1914.
21.	Loading platform.....	In the matter of the extension of the loading platform at Asquith, Sask. (Grand Trunk Pacific), 29th July. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 28th of August, 1914.
22.	Loading platform.....	In the matter of the extension of the loading platform at Leighton Siding, C.P.R., 29th July. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 28th of August, 1914.
23.	Loading platform.....	In the matter of the extension of the loading platform at Ralph, Sask. (Canadian Pacific Railway), 29th July. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 28th of August, 1914.

ORDERS ISSUED BY THE BOARD.—Continued

Order Number.	Subject.	
24.	Loading platform.....	In the matter of the extension of the loading platform at Watrous, Sask. (Grand Trunk Pacific Railway), 29th July. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 28th of August, 1914.
25.	Loading platform.....	In the matter of the extension of the loading platform at Meacham, Sask. (Grand Trunk Pacific Railway), 1st August. It is ordered that the said railway company extend the said loading platform to 100 feet in length by the 31st of August.
26.	Tariffs.....	In the matter of the application of the Dominion Millers' Association, Toronto, <i>re</i> tariff of the Grand Trunk, No. I.C.C. 2078 and Canadian Pacific Tariff, No. E. E. 2476, for the elevators at Tiffin, Ont., and Port McNicoll, Ont., respectively. There are four advances on domestic grain:— 1. The free storage period is reduced from thirty days to ten during the period from December 16 to August 31. 2. The free storage period is reduced from thirty days to ten during the period from September 1 to December 15. 3. The rate for storage after the free period elapses is advanced from $\frac{1}{8}$ c. to $\frac{1}{4}$ c. per bushel. 4. And this higher rate is charged for each succeeding ten days or part thereof. It is ordered that advance one, three and four be discontinued from 1st September, 1914, in the Grand Trunk elevator, and from the 8th September in the Canadian Pacific elevator. <i>Re</i> advance number two, the Board approve of limiting the free storage period provided it be applied to both domestic and export grain. IT IS FURTHER ORDERED that both companies embody in the tariff an explicit distinction between export and domestic grain.

CHAPTER 15.

SOME RULINGS OF THE BOARD.

1. DOCKAGES ON OUTWARD SHIPMENTS OF GRAIN.
2. STORAGE CHARGES IN HOSPITAL ELEVATORS.
3. WEIGHT OF SPECIAL BINNED GRAIN.
4. DELIVERY OF CARS.
5. STORAGE AFTER GRAIN HAS BEEN ORDERED OUT OF ELEVATOR.
6. GRAIN GOING OUT OF CONDITION AFTER IT HAS LEFT THE TERMINAL ELEVATORS.
7. PUBLIC SESSIONS OF THE BOARD.

I.—DOCKAGES ON OUTWARD SHIPMENTS OF GRAIN.

A session of the board was held at Winnipeg on February 11, 1914, *re* dockages on outward shipments of grain ex Fort William and Port Arthur.

Applicants—McLennan Brothers, Limited.

Section 115, subsection 3, section 126, subsection 9, and section 128, subsection 3 are the only sections of the Canada Grain Act that have any direct bearing upon the question at issue.

Section 115, subsection 3, reads as follows:—

“All grain that is unsound, musty, dirty, smutty, or sprouted or that contains a large admixture of other kinds of grain, seeds, or wild oats, or from any other cause is unfit to be classed under any of the recognized grades, shall be classed as ‘rejected,’ with the inspector’s notation as to the quality and condition.”

This is very clear, and it defines smutty wheat as rejected.

Section 126, subsection 9, which reads as follows:—

“Every terminal warehouseman in the Western inspection division shall clean all grain received by him on which the inspector has set dockage for cleaning, except all rejected grades and ‘no grades,’ which shall be cleaned only on the request of the owner.”

Is also very clear.

It is quite clear that as the Grain Act now stands rejected grain can be cleaned only on the request of the owners.

The cleaning of smutty grain is injurious to the grain itself, and has a tendency to reduce the grade. Jas. A. Richardson’s experience as an exporter goes to show that from an exporter’s point of view they are at all times prepared to pay any excess freight there may be on the dockage rather than have the grain cleaned. This statement is confirmed by the other witnesses, with the exception of that of McLennan Brothers, Limited.

Further, the evidence proves that with the exception of a very few cases smutty wheat is handled on sample and not on grade. Hence the less smutty grain is handled the better the sample, which is to the advantage of the producer and seller alike.

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Apparently McLennan Brothers, Limited, handle smutty wheat in a different way from the other witnesses. They state that they handle it on grade and that they are subject to a back charge of excess freight on account of dockage. It appears that if McLennan Brothers, Limited, had foreseen the possible back charge on dockage they would have made their contract so that they would have suffered no loss whatever. The general belief is that the dockage is worth more than the freight. McLennan Brothers, Limited, state: "As exporters we feel that possibly 3 per cent is a little too big, but rather than nothing we will accept 3 per cent if it is fixed at that." The view of the terminal elevator representatives was that they would be prepared to pay dead freight on any dockage over 3 per cent.

It is, therefore, the ruling of the board that when smutty wheat ex terminal elevators at Fort William and Port Arthur carries a dockage above 3 per cent, the terminal elevators be held responsible for the excess freight.

J. P. JONES,
Commissioner.

Concurred in by
W. D. STAPLES.

II.—STORAGE CHARGES IN HOSPITAL ELEVATORS.

THE SPENCER GRAIN CO. VS. PATTERSON & CO.

The two parties agree in stating that the Spencer Co. sold Patterson & Co. ten cars of oats; that the transaction was verbal; that the basis of the sale was the Fort William price plus a premium on a future date to be named by the Spencer Grain Co.; and that nothing was said at the time about the storage of the grain during the period between the date of sale and the date on which the price was fixed. Patterson & Co. charged \$204 for storage, and the Spencer Co. declined to pay it.

Patterson & Co. became the owners of the grain immediately. That being so they were not in this case doing a public storage business.

How long Patterson & Co. kept the grain in their hospital elevator is not stated.

The Spencer Grain Co. secured the right to fix the date on which they would accept the Fort William price, and also secured a premium above that price; they could hold off as long as they pleased.

The Spencer Co. claims that they never before paid storage in transactions of this nature, that in this case there was no mention of storage, and that therefore they made the sale assuming there would be no storage charges, and that hospital elevators cannot do a public storage business.

Patterson & Co. claim that they always did charge storage in such cases; that it is the trade custom; and that it is not a case of public storage, as they owned the grain.

The seller of the grain desired to wait a favourable turn of the market before putting a price on the grain. He could have gained this object by storing the grain in a public terminal elevator. By so doing he would have had to pay storage. He also desired to secure a premium above the market price, and he could not have secured a premium had he put the grain into a public terminal elevator. What he gained by the transaction therefore was the premium plus the chance of a more favourable price. The Board cannot see on what ground he should expect the grain to be held free of carrying charges as long as he chose to wait. If in this transaction the Spencer Grain Co. secured a premium plus the Fort William price on a future date to be selected by them, plus exemption from carrying charges on the grain, they

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certainly did a good stroke of business. And if Patterson & Co. bought this grain on these terms, they certainly gave most generous terms. They ran the risk of a rise in price, and they contracted to give a premium above that rise, and to make no deduction for carrying the grain.

On the other hand there is no definite evidence to show that Patterson & Co. did not offer these generous terms.

It appears to the board that the question at issue is an interpretation of a verbal contract of sale; that it is one of the terms of the sale, the price offered; and that the evidence is not sufficient to warrant a definite conclusion by the board.

R. MAGILL,
Chief Commissioner.

Concurred in by Commissioners JONES and STAPLES.

III.—WEIGHT OF SPECIAL BINNED GRAIN.

COMPLAINT OF R. FINLAY VS. THE SASKATCHEWAN CO-OPERATIVE ELEVATOR CO., LTD.

Mr. Robert Finlay stored grain in a special bin of the elevator of the Saskatchewan Co-operative Elevator Company's at Perdue, and he received therefore special bin tickets showing a weight after cleaning of 1,017 bushels. When the grain was received at the terminal elevator, the weight given was 1178.20 bushels, showing a surplus of 161.20 bushels over the Co-operative Elevator weight. Mr. Finlay claimed this surplus. His ground was that he had hired the bin and that the operator of the elevator had told him that all the grain in the bin was his.

The Saskatchewan Co-operative Elevator Company refused to credit Mr. Finlay with the surplus.

Mr. Dunning, the manager of the Co-operative Elevator Co., claimed that the elevator weights as shown on the tickets were correct, that the shipper could see his grain weighed, that mistakes in binning were easily possible, that had the terminal weight shown a shortage instead of a surplus, the Sask. Co-operative Co. would have had to pay Mr. Finlay for the full weight shown on his tickets, and that if the company were made to pay shippers for both shortages and surpluses, it could not continue to special bin grain, but would be forced to follow the practice of other companies. Mr. Finlay stated the number of loads stored by him and his estimate of the total weight, an estimate based on experience. The total amount thus estimated was less than the total amount given by the terminal elevator. Mr. Finlay therefore stated that all of the surplus could not be his, and that grain belonging to some other person must have been mixed with his. Mr. Finlay stated further that he was not entitled to the whole of the surplus, but that he was entitled to part of it.

The special binning of grain in accordance with the Canada Grain Act is a method of handling grain which it is desirable to maintain rather than to discourage. To make the elevator pay for both shortages and surpluses would tend to abolish special binning in term of the Canada Grain Act altogether, and thus tend to militate against the producers of grain on the whole.

It is therefore the ruling of the Board that in general the weight shown on the storage tickets should govern, unless an investigation by the board reveals some reason for the contrary. In this case the investigation showed that some other person's grain had been mixed with Mr. Finlay's. Mr. Finlay, therefore, is not entitled to the surplus.

R. MAGILL,
Chief Commissioner.

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IV.—DELIVERY OF CARS.

A complaint of Royal Elevator Company against Canadian Pacific railway for not delivering cars Nos.:

Car	1912. Unloaded
147384	August 6
83562	" 14
31237	" 3
83941	July 29
126664	" 29
29900	August 7

to the Grand Trunk Pacific Elevator Co. to be treated.

The Board of Grain Commissioners has considered the evidence taken at a session held in the board's room, Grain Exchange, Winnipeg, on December 30, and find:

1. That there was no embargo placed by the Grand Trunk Pacific against cars going to their elevator from other lines of railway to be treated on dates that the above cars were ordered to the Grand Trunk Pacific elevator.

2. The cars were ordered to the Grand Trunk Pacific elevator to be dried.

3. The Grand Trunk Pacific Elevator Co limited the number of cars they could dry of the other railroads to seven (7) cars per day, and they reserved the right to select the seven (7) cars.

4. The Canadian Pacific Railway delivered the cars selected.

5. The Royal Elevator Co. has not established that any of the cars referred to were selected.

6. If the Royal Elevator Co. had proven that any or all of the cars above referred to had been selected by the Grand Trunk Pacific Elevator Co., and not delivered by the Canadian Pacific Railway, the claim would hold good.

7. Therefore, the Royal Elevator Co., having been unable to establish that any of these cars were selected by the Grand Trunk Pacific Elevator Co., the board decides that the Royal Grain Co. has no claim.

(Signed)

W. D. STAPLES,

Commissioner.

Concurred in by J. P. JONES.

V.—STORAGE AFTER GRAIN HAS BEEN ORDERED OUT OF ELEVATOR.

CLAIM OF E. R. WAYLAND VS. CANADIAN PACIFIC RAILWAY COMPANY.

This is a claim for \$2,067. The claimant had tough grain in store in the Canadian Pacific elevators. At various times from March till August, he ordered this grain to be loaded out and shipped to the elevator of Messrs. David Horn & Company to be dried. The Canadian Pacific Railway Company declined to furnish the cars for the purpose, on the ground that the elevator of Messrs. David Horn & Company could not take the grain in for treatment. Eventually the Canadian Pacific Railway Company had the grain dried by the Armour Companies floating drier.

The claim is consequently:—

1. For storage accrued after the grain was ordered out.

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2. For interest.

3. For the difference in the rates for drying charged by the Armour Company, and the drier of Messrs. David Horn & Co.

The Canadian Pacific Railway Company owns the elevator of Messrs. David Horn & Co., and also the elevator in which the claimant's grain was in store. The company claim, that they could easily have loaded out the grain in question into cars, as there was no shortage in their car supply, but that had they done so, Messrs. David Horn & Company could not have treated the grain. It would have had to lie in the yards, would have tied up a certain amount of their plant, and at the same time the grain would have been in danger of being totally lost. The grain was tough. While in the elevator it was under care and could be protected, but had it been loaded into cars and left in the yards in the heat of the summer months, it would have speedily gone out of condition.

The question is not one of car supply. It is whether the Canadian Pacific Railway Company showed anything like discrimination in regard to the grain that should be taken into the elevator of Messrs. David Horn & Company.

Mr. Wayland claims that many cars of grain were received into the elevator of Messrs. David Horn & Company subsequent to the time at which he ordered his grain to be sent from the Canadian Pacific terminal elevator to Messrs. David Horn & Company's elevator, and therefore, the elevator of Messrs. David Horn & Company could have treated his grain.

Upon an examination of the facts, it appears to the Board of Grain Commissioners that whether Messrs. David Horn & Company received flax or not has no bearing upon the question at issue. The capacity for drying grain is a different capacity from that required for cleaning flax, and very many of the cars, which according to Mr. Wayland were taken in by Messrs. David Horn & Company after the dates on which he surrendered his receipts to the Canadian Pacific Railway Company's terminal elevator, were cars containing flax. Messrs. David Horn & Company might very well have capacity for cleaning flax, and not have capacity for drying all the tough, wet and damp grain offered.

It appears also to the board that the amount of tough grain handled by Messrs. David Horn & Company during the month specified was very small, and that these cars were cars that had come from the west, and were not cars that were loaded at any of the terminal elevators. Mr. Wayland's case therefore is this, that a few cars of tough grain from the west were dried by Messrs. David Horn & Co., at a time when the Canadian Pacific Railway Company refused to send his grain from their terminal elevator to the elevator of Messrs. David Horn & Company to be dried.

Most of the grain dried by Messrs. David Horn & Company was not tough, but damp or wet. It is well known that conditions existed at the terminal point at that time, that fortunately are rare in the history of Canada. The drying plants at the head of the lakes were totally inadequate to the work of drying the tough, damp and wet grain, and the drying capacity was increased by the bringing in of the Armour Company's floating drier. The conditions were abnormal. A large amount of damaged grain was in the yards and on track and likely to become a total loss if it could not be quickly treated, and a large number of such cars came in from the west every day for a period of some three or four months.

It appears to the Board of Grain Commissioners that the elevator of Messrs. David Horn & Company was entirely incapable of doing all the work offered, and that drying the grain in the yards first rather than that in the elevators, and also in drying the damp and wet grain first rather than the tough grain, Messrs. David Horn & Company were best serving the general interest.

It appears to the board that the Canadian Pacific Railway Company, if responsible for the course followed by Messrs. David Horn & Company's elevator thus described, were doing the proper thing for the general interest. No doubt Mr. Wayland wanted

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his grain dried, and no doubt he would have preferred to have it dried at the cheapest plant. But equally no doubt thousands of other shippers of grain had the same needs and wishes. It was impossible for the Canadian plants to dry all the grain offered them, and some shippers therefore had to pay the higher rates for drying charged by the Armour Company. It was impossible for all the grain to be dried immediately, and some shippers had to wait. Preference was certainly given to the damaged grain in the yards and on track; grain which though tough yet was keeping safe in the elevators had to wait. The extra storage on the owners of this grain in store was less than was actually incurred by many shippers who paid less storage and paid less for drying, simply because the damage was, in the later case, greater.

The Canadian Pacific Railway Company could have supplied the cars to Mr. Wayland; they could have loaded his grain out and could have had it switched to the elevator of Messrs. David Horn & Company. Messrs. David Horn & Company could have treated this grain in its turn, but before such treatment Mr. Wayland's grain would certainly have heated. But in any case the situation in the yards would certainly have been made worse rather than better, and the taking of tough grain out of the elevators for treatment, when there was so much damp and wet grain lying in the yards going wrong, would have been a preference in favour of Mr. Wayland, but a gross injustice to many other shippers.

While there may be features of this case in the last analysis that come within the province of the Board of Railway Commissioners, so far as those features of the case which come within the proper province of the Board of Grain Commissioners are concerned, the case is dismissed.

R. MAGILL,
Chief Commissioner.

Concurred in by
J. P. JONES,
Commissioner.

VI.—GRAIN GOING OUT OF CONDITION AFTER IT HAS LEFT THE TERMINAL ELEVATORS. THE CASE OF THE SS. *PHILIP MINCH*.

STATEMENT OF CLAIM.

(a) Copies of letters attached herewith as Exhibit "A" were received by the board in connection with the complaint.

(b) Statement of claims as filed by Mr. Barnes, of the Ames-Brooks Company, Duluth, at the investigation, attached as Exhibit "B."

INVESTIGATION.

Investigation was held in the Board of Grain Commissioners' offices, Fort William, on Tuesday, November 11, at 3 o'clock in the afternoon. The following witnesses were sworn in the order they are shown here:—

Mr. Barnes, of Ames-Brooks Company, Duluth.

Guy McDougall, deputy inspector, Port Arthur Terminal Elevator Company.

• C. W. Swingler, sampler on the steamer.

Percy McCallum, foreman of the Port Arthur elevator.

Mr. Morrison, floorman of the Port Arthur Terminal Elevator Company.

H. Dickson, trimmer on steamer.

H. Sellers, superintendent of the Port Arthur Terminal Elevator Company.

F. Symes, inspector, Fort William and Port Arthur.

T. A. C. Elliott, deputy inspector, Port Arthur.

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LOADING OF THE STEAMER.

The steamer *Philip Minch* commenced loading her cargo at the Grain Growers' Grain Company's terminal elevator, at 16.05 o'clock on the 12th October and finished at noon on the 13th October. She loaded 184,384 bushels of 2 C. W. oats at this elevator. She then went to the Port Arthur Terminal Elevator Company's elevator and commenced loading at 2 p.m. on the 13th October, and finished that night at 24.40 o'clock. She took on 306,018 bushels of 2 C. W. oats at this elevator, making her total cargo 490,402 bushels of 2 C. W. oats.

On account of the steamer loading at night at the Port Arthur Terminal Elevator Company's terminals, a release was given the inspection department, in accordance with section 35 of the Canada Grain Act. Copy of the release attached as exhibit "C."

EVIDENCE SUBMITTED.

(a) Copies of affidavits made by A. E. Rankin, first officer of the steamer *Philip Minch*, and Captain L. B. Cummings, of the steamer *Philip Minch*, are attached as exhibit "D."

(b) Samples were also filed with the board, taken at the time of the unloading of this steamer at Buffalo by the Buffalo Grain Exchange Inspector.

INSPECTION OF SAMPLES.

(a) The samples taken by the Buffalo Grain Exchange Inspector were inspected during the investigation by Chief Inspector Serls. The chief inspector stated that in his opinion the oats, as per the samples submitted, were in good condition and he would pass them as 2 C. W. oats.

The chief inspector stated, however, that on account of the samples only being small and being forwarded in small bags, they would have ample opportunity of cooling, and therefore, in his opinion, the samples might not represent the cargo as it reached Buffalo.

(b) The samples as submitted were taken by the Buffalo Grain Exchange Inspector, and, therefore, according to the Canada Grain Act, are not official samples. If notice had been sent to the board as to the condition of the cargo on arrival at Buffalo, the board would have sent an inspector to take official samples. This was not done, however, and the samples were not official.

AFFIDAVITS.

Copies of affidavits filed with the board, signed by the captain and first officer of the steamer *Philip Minch*, were contradicted by the superintendent of the elevator and by the inspector in charge at the elevator at the time this steamer was being loaded.

The superintendent and inspector state that they had no conversation with either the captain or the first officer. The board thought that the captain and first officer had taken some other persons for the superintendent and inspector, and therefore asked Foreman McCallum, Inspector Elliott and Sampler Swingler as to whether or not the captain or first officer had spoken to them during the loading of the cargo. Every one of them, without exception, swore that they had never been spoken to by the captain or first officer in connection with the loading of this steamer.

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INSPECTOR'S EVIDENCE *re* LOADING OF GRAIN.

The inspector in charge stated under oath that he had caught some warm grain going into the cargo and immediately closed the bin from which this grain was coming. The grain was apparently coming from the drier, and was not sufficiently cooled. The inspector did not report it to the office, as he considered the amount that had gone into the cargo so small that it would not damage the rest of the cargo. The inspector established the fact that some warm grain went into the steamer, but that the quantity was small, and investigation reveals no method by which the quantity actually run could be established.

VIEW OF THE BOARD.

The Board of Grain Commissioners consider that the inspector should have reported to the office that he had caught some warm grain going into the cargo. This would have given the inspector in the office an opportunity of making an investigation before issuing the certificate. The negligence of the inspector in not doing this does not involve the department in any liability.

The board is of the opinion that the elevator owners did accidentally, or otherwise, ship some warm grain into the cargo, and the elevator should be held responsible for any loss caused thereby.

The board has no means of ascertaining how much warm grain was run into the cargo, and has no means of ascertaining what amount of damage it may have done. The board regrets that the complainants did not give notice to the board at the time of unloading, so as to give an opportunity of having official samples taken and an inspection made before the identity was lost.

Upon a review of the conditions of the case, the Board of Grain Commissioners consider that the Canada Grain Act gives it no way of assessing the damages, if any. The complainants, if they have any evidence that will enable them to get damages from the law courts, have that recourse open.

R. MAGILL.

Chief Commissioner.

Concurred in by Commissioner STAPLES.

Concurred in by Commissioner JONES.

(Copy.)

State of New York, }
 County of Erie. }
 SS.

Captain L. B. Cummings, being duly sworn, says: I am captain of the steamer *Philip Minch*. We began loading a cargo of oats at Fort William and then at Port Arthur. Did not notice anything in regard to hot oats at Fort William. At Port Arthur we went to Canadian Northern elevator on the south side. Went to loading at 12.45 p.m. and finished loading all but 10,000 bushels. I went into the elevator about 9.30 p.m. and saw inspector with sample of grain in basin. I heard him talk to the superintendent of the elevator that the grain was too warm and they must stop loading. I felt of the grain in the pan and found it was warm. I asked him if it was too warm to do any damage and he said no, they would cool off. The cargo is now in the same condition that it was when it left Port Arthur. Did not have any rain or

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spray except a little rain at the breakwater. The hatch covers are new and waterproof, being only the second time they have been used. I do not know what oats they furnished the cargo with.

(Signed) L. B. CUMMINGS.

Sworn to before me this 24th day
of October, 1913.

(Signed) FERDINAND G. BAGLEY,
Notary Public.

(Copy.)

State of New York, }
County of Erie. }
SS.

A. E. Rankin, being duly sworn: I am first officer of the steamer *Minch*. After the steamer arrived at Port Arthur I put my hand under the spout a number of times before supper time, and at one time I felt the oats hot as they ran through my hand. We had supper about 6 o'clock Eastern time. No hatch was completely loaded or finished at Fort William. The oats I felt running hot were being run into the steamer.

(Signed) A. E. RANKIN.

Sworn to before me this 24th day
of October, 1913.

(Signed) FERDINAND G. BAGLEY,
Notary Public.

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VII.—PUBLIC SESSIONS OF THE BOARD OF GRAIN COMMISSIONERS SINCE ITS INCEPTION TO NOVEMBER 30, 1914.

1912—

August 23, September 28-30, November 12-13, Winnipeg.
 " 26, Calgary.
 " 28, Lethbridge.
 " 30, Moosejaw.
 Sept. 20, Toronto.
 Dec. 1, Regina.

1913—

Feb. 18-June 7-Dec. 9, Fort William.
 " 21-22, May 13-27-28-29, June 5, Oct. 28-Dec. 20, Sept. 3-4-5-26, Winnipeg.
 " 24, Portage la Prairie.
 " 25-May 12, Brandon.
 " 26, Carnduff.
 " 27, Estevan.
 " 28, Weyburn.
 Mar. 1, Rouleau.
 " 3, Moosejaw.
 " 4, Expanse.
 " 5, Tugaske.
 " 7, Regina.
 " 8, Chamberlain.
 " 10, Morse.
 " 11, Swift Current.
 " 12, Medicine Hat.
 " 13, Lethbridge.
 " 14-15-17, Calgary.
 " 19-20-21-22-24-25, Vancouver and Girvin.
 " 28-29, Edmonton.
 " 31, Lloydminster.
 Apr. 1, Battleford.
 " 1, North Battleford.
 " 2, Humboldt.
 " 4, Saskatoon.
 " 5, Bladworth.
 " 7, Prince Albert.
 " 9, Yorkton.
 " 10, Melville.
 May 12, Broadview.
 June 16-August 29, Toronto.
 " 18, Montreal.
 " 23, St. John.
 " 24, Halifax.

1914—

Feb. 11-27, April 7-8, July 24, August 31, Sept. 1-2, Nov. 13-Dec. 14, Winnipeg.
 " 24, Venn.
 " 25, March 31, April 1-2-3-4, Saskatoon.
 May 26, Sept. 22, October 5, Toronto.
 " 28, September 24, Montreal.
 July 14, 15, 16-17-Dec. 17, Calgary.
 " 21, Harris.
 " 21, Swift Current.
 " 22, Moosejaw.
 Sept. 12-November 16-17, Fort William.

CHAPTER 16.

REVENUE AND EXPENDITURES.. . . . .	121-123

The following statements show the receipts and expenditures for the crop year ended August 31, 1914, for all the offices in the eastern and western divisions.

It will be noticed that each of the four offices in the eastern division show deficits. With respect to the small revenue at Kingston office it should be mentioned that the inspector at that point was transferred to Montreal, West St. John and other places on special work. During the year 1914-15 it is anticipated that he will work entirely outside Kingston.

In so far as the western division is concerned, it will be noticed that there are deficits in the Winnipeg and Calgary offices. The surpluses in the Duluth and Fort William and Port Arthur offices more than counteract these deficits.

The statement showing the total expenses for the administration of the Canada Grain Act gives the net deficit for the year as \$9,541.81, in comparison to \$14,218.39 for the previous year, a gain in the right direction of \$4,676.58.

A.—MONTREAL.

Receipts—		
Inspection and weighing fees, etc..		\$2,031 67
Expenditures—		
Salaries.. . . .	\$6,676 64	
Contingencies.. . . .	2,385 80	
		<u>9,062 44</u>
Deficit.. . . .		<u>\$7,030 77</u>

B.—TORONTO.

Receipts—		
Inspection and weighing fees, etc..		\$ 699 74
Expenditures—		
Salaries.. . . .	\$3,500 00	
Contingencies.. . . .	643 97	
		<u>4,143 97</u>
Deficit.. . . .		<u>\$3,444 23</u>

C.—PETERBOROUGH.

Receipts—		
Inspection and weighing fees, etc..		\$ 190 80
Expenditures—		
Salaries.. . . .	\$900 00	
Contingencies.. . . .	57 60	
		<u>957 60</u>
Deficit.. . . .		<u>\$766 80</u>

D.—KINGSTON.

Receipts—		
Inspection and weighing fees, etc..		\$ 8 25
Expenditures—		
Salaries.. . . .	\$800 00	
Contingencies.. . . .	11 80	
		<u>811 80</u>
Deficit.. . . .		<u>\$803 55</u>

SUMMARY.

Montreal deficit.. . . .	\$7,030 77
Toronto deficit.. . . .	3,444 23
Peterborough deficit.. . . .	766 80
Kingston deficit.. . . .	803 55
Total deficit.. . . .	<u>\$12,045 35</u>

E.—CALGARY.

Receipts—		
Inspection fees on cars.. . . .	\$3,289 75	
Weighing fees.. . . .	3,061 20	
Samples sold, etc.. . . .	57 45	
	<u></u>	\$6,408 40
Expenditures—		
Wages.. . . .	\$7,278 25	
Rent.. . . .	396 60	
Expenses.. . . .	930 39	
	<u></u>	8,605 24
Deficit.. . . .		<u>\$2,196 84</u>

F.—DULUTH.

Receipts—		
Inspection fees on cars.. . . .	\$1,791 00	
Inspection fees on cargoes.. . . .	4,189 50	
Vessel overtime.. . . .	220 88	
	<u></u>	\$6,201 38
Expenditures—		
Wages.. . . .	\$5,795 20	
Expenses	367 24	
	<u></u>	6,162 44
Surplus.. . . .		<u>\$38 94</u>

G.—FORT WILLIAM AND PORT ARTHUR.

Receipts—		
Inspection fees...	\$101,202 00	
Weighing fees.. . . .	110,671 20	
Overtime...	5,984 62	
Samples sold, etc..	2,059 90	
	<u></u>	\$219,917 72
Expenditures—		
Wages...	\$140,824 17	
Rent.. . . .	6,098 70	
Expenses...	4,668 33	
	<u></u>	151,591 20
Surplus.. . . .		<u>\$68,326 52</u>

H.—WINNIPEG.

Receipts—		
Inspection fees...	\$95,096 00	
Weighing fees.. . . .	12,103 65	
Samples sold, etc..	4,921 15	
	<u></u>	\$112,120 80
Expenditures—		
Wages...	\$114,582 50	
Rent.. . . .	12,465 82	
Expenses...	9,306 43	
	<u></u>	136,354 75
Deficit		<u>\$24,233 95</u>

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STATEMENT OF REVENUE AND EXPENDITURE IN EASTERN AND WESTERN DIVISIONS FOR YEAR
ENDING AUGUST 31, 1914.

EASTERN DIVISION.

Receipts—			
Inspection fees...		\$1,585 40	
Weighing fees...		76 60	
Samples taken, etc...		1,268 46	
			\$ 2,930 46
Expenditure—			
Salaries...		\$11,876 64	
Contingencies...		3,099 17	
			14,975 81
Deficit...			\$12,045 35

WESTERN DIVISION.

Receipts—			
Inspection fees...		\$205,568 25	
Weighing fees...		125,836 05	
Samples sold...		6,927 45	
Overtime collected...		6,205 50	
License fees...		15,225 00	
Registration fees...		15,940 28	
Sundries...		190 40	
			\$375,892 93
Expenditures—			
Salaries (inspection and weighing)...		\$268,480 12	
Contingencies (inspection and weighing)...		34,233 51	
Salaries (travelling inspection)...		8,319 92	
Contingencies (secretaries travelling inspection)...		3,611 08	
Salaries (secretaries survey boards)...		1,050 00	
Salaries (registering officer)...		10,360 52	
Contingencies (registering officer)...		2,051 84	
			328,106 99
Surplus...			\$47,785 94

BOARD OF GRAIN COMMISSIONERS.

Salaries...	\$31,734 44	
Contingent and travelling expenses...	13,547 96	
		\$45,282 40

SUMMARY.

Surplus Western Division...		\$47,785 94
Deficit Eastern Division...	\$12,045 35	
Deficit Board Grain Commissioners...	45,282 40	
		57,327 75
Deficit for year 1913-14...		\$9,541 81
Deficit for year 1912-13...		\$14,218 39

APPENDIX A.

STATEMENTS of Cars Inspected in Western Division, by Chief Inspector Serls, for year,
from September 1, 1913 to August 31, 1914.

1.	Cars inspected in Western Division, by months and grades.....	A—Spring Wheat. B—Winter Wheat. C—Oats. D—Barley. E—Flax and Rye.
2.	“ inspected at Winnipeg, Moose Jaw and Medicine Hat, by months and grades.....	A—Spring Wheat. B—Winter Wheat. C—Oats. D—Barley. E—Flax and Rye.
3.	“ inspected at Calgary, by grades.....	A—Spring Wheat. B—Winter Wheat. C—Oats. D—Barley. E—Flax and Rye.
4.	“ inspected at Duluth, by grades.....	A—Spring Wheat. B—Oats. C—Barley. D—Flax.
5.	“ inspected at Moose Jaw, by grades.....	A—Spring Wheat. B—Oats and Barley.
6.	“ inspected at Medicine Hat, by grades.....	A—Spring Wheat. B—Oats and Barley. C—Winter Wheat and Flax.
7.	“ inspected at Winnipeg, Moose Jaw and Medicine Hat, via C. P. R., by months and grades.....	A—Spring Wheat. B—Winter Wheat. C—Oats. D—Barley. E—Flax and Rye.
8.	“ inspected at Winnipeg, Via C. N. R., by months and grades.....	A—Spring Wheat. B—Winter Wheat. C—Oats. D—Barley. E—Flax and Rye.
9.	“ inspected at Winnipeg, Via G. T. P., by months and grades.....	A—Spring Wheat. B—Winter Wheat. C—Oats. D—Barley. E—Flax.
10.	“ inspected by provinces.....	A—Saskatchewan. B—Alberta. C—Manitoba
11.	“ inspected by provinces, Via C. P. R., Moose Jaw and Medicine Hat..	A—Saskatchewan. B—Alberta. C—Manitoba.
12.	“ “ “ Via C. N. R.....	A—Saskatchewan. B—Alberta. C—Manitoba.
13.	“ “ “ Via G. T. P.....	A—Saskatchewan. B—Alberta. C—Manitoba.
14.	“ “ “ Via at Calgary.....	

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STATEMENT of Cars Inspected in Western Division, by Chief Inspector Serls, for the
from September 1, 1913, to August 31, 1914.—*Continued.*

15. Cars inspected by provinces, Via at Duluth.....A—Saskatchewan.
B—Alberta.
C—Manitoba.
16. “ “ at Winnipeg showing how billed Via C. P. R.....A—Winnipeg.
B—Fort William.
C—Duluth.
D—All points.
17. “ “ at Winnipeg, showing how billed, Via C. N. R.....A—Winnipeg.
B—Fort William.
C—Duluth.
D—All rail.
18. “ “ at Winnipeg, showing how billed, Via G. T. P.....A—Winnipeg.
B—Fort William.
C—Duluth.
D—All rail.
19. “ “ at Calgary, showing how billed.....A—Calgary.
B—East.
C—West.
20. “ “ in Western Division, from August 31, 1900 to August 31, 1914.
21. “ - surveyed at Calgary and Winnipeg.
22. Statement shewing re-inspections for year 1913-14.

Total Cars Inspected, all roads, by Grades—Monthly.

SPRING WHEAT.

	1 Hard.	1 FHW	1 ^o	2	3	4	5	6	Pd.	Smty.	NG.	Rej.	Cond.	NEG.	2 Goose.	Total.
September.	230	1	14,811	4,512	897	93	8	11	4	391	55	1,635	1	3	2	22,717
October.	225	3	19,959	9,259	1,892	291	64	38	4	917	137	1,377	25	11	2	31,232
November.	163	5	15,815	7,809	1,930	461	137	77	9	915	231	827	44	11	2	28,436
December.	43	1	6,416	4,831	1,427	372	121	53	10	608	197	301	6	12	1	14,432
January.	4	2	1,179	1,210	408	102	30	9	1	184	77	101	13	1	1	3,318
February.	2	2	823	722	281	65	19	9	1	79	41	68	4	1	1	2,116
March.	40	1	2,755	1,386	470	97	24	9	2	191	80	152	4	4	1	5,241
April.	38	1	3,328	1,962	617	125	22	9	1	299	54	311	3	2	1	6,770
May.	4	1	2,436	1,912	544	108	17	6	1	220	83	230	9	5	1	5,575
June.	11	1	3,773	1,656	369	79	16	4	2	201	56	216	15	5	1	6,109
July.	10	1	2,665	779	131	59	21	1	2	120	55	217	6	2	1	4,046
August.	1	1	1,694	720	236	69	16	1	1	48	63	272	5	2	1	3,127
Total	783	13	75,684	36,788	9,202	1,921	495	230	34	4,209	1,119	5,758	135	53	5	136,419

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Total Cars Inspected, all roads, by Grades—Monthly.
WINTER WHEAT.

	1 ARW	2 ARW	3 ARW	4 RW	5 W	1 WW	2 WW	3 WW	4 WW	1 MW	2 MW	3 MW	Smty.	NG	Rej.	Total.
September.....		104	59	8	1	1									1	174
October.....	16	153	92	9	1	6	1	1	1		2					282
November.....	15	140	70	12		1	7	4	1							250
December.....	5	43	30	9	4	2	3	2							1	99
January.....		9	6	5	1			1								22
February.....		3	3		1	1										8
March.....		2	9	2				1								14
April.....		7	8	2	2				2							21
May.....	2	15	10	4				1								33
June.....	3	24	7	2			1									37
July.....		20	6	1												27
August.....	4	7	2	1			3									17
Total.....	45	527	302	55	10	11	16	10	4		2				2	984

Total Cars Inspected, all roads, by Grades—Monthly.

OATS.

	Ex.	1 CW.	1 CW.	2 CW.	3 CW.	Ex. 1 Fd.	1 Fd.	2 Fd.	Ref.	NG.	Cond.	2 Mix.	Mix Grain.	Total.
September.....		2	30	1,315	409	148	35	163	71	27	9		72	2,281
October.....		1	29	3,984	1,130	70	30	430	134	28	12		170	6,018
November.....		1	35	5,274	1,826	93	44	655	82	192	11		160	8,373
December.....			27	2,975	1,676	139	56	440	69	126	8	4	111	5,631
January.....			18	422	452	87	36	178	31	60	4	1	37	1,326
February.....			14	421	240	56	24	94	4	27		1	44	925
March.....		1	85	1,495	737	122	33	309	38	44	1	2	92	2,959
April.....			10	848	788	68	21	315	35	41		1	105	2,232
May.....			12	1,020	579	126	24	260	36	41		1	37	2,137
June.....			10	555	280	103	23	136	25	25	2		44	1,203
July.....			5	420	224	108	35	94	22	25	2	1	26	962
August.....				154	62	81	19	56	17	9	2		13	413
Total.....	5	275	18,883	8,403	1,201	380	3,130	564	645	52	11		911	34,460

BARLEY.

	2 CW.	Ex. 3 CW.	3 CW.	4 CW.	Rej.	NG.	Feed.	Cond.	Total.
September.....	1	102	1,212	510	272	8	46	.....	2,151
October.....	5	195	1,535	704	388	8	77	1	2,913
November.....	3	202	1,072	561	281	24	60	.....	2,203
December.....	1	89	705	427	171	23	41	8	1,465
January.....	.....	35	169	129	84	9	11	1	438
February.....	.....	21	97	85	40	5	12	.....	260
March.....	.....	26	270	216	114	9	15	.....	650
April.....	.....	47	133	204	100	4	16	6	510
May.....	.....	14	101	151	67	3	11	3	350
June.....	.....	4	122	112	60	1	10	.....	309
July.....	.....	11	94	119	45	5	5	.....	279
August.....	.....	33	53	38	15	4	4	.....	147
Total...	10	779	5,563	3,256	1,637	103	308	19	11,675

SPRING WHEAT.

	1 Hard.	1 HWF.	1°	2°	3°	4	5	6	Pd.	Smty.	NG.	Rej.	Cond.	NEG. 2	Goose.	Total.
September.....	236		14,465	4,431	880	84	2	8	2	376	50	1,643	1		2	22,180
October.....	225		19,557	8,996	1,835	267	57	33	4	883	129	1,325	24			33,335
November.....	163		15,649	7,633	1,834	401	111	72	9	881	226	810	44	1	2	27,836
December.....	43		6,291	4,686	1,356	350	101	44	10	574	190	294	3	1	1	13,944
January.....	4		1,047	1,064	345	93	26	7		152	77	93	13			2,921
February.....	2		723	652	260	55	14	1		69	41	64	4			1,885
March.....	40		2,664	1,337	448	81	21	7	2	170	80	145	4			4,999
April.....	38		3,192	1,833	588	120	20	9		281	53	297	2	1		6,434
May.....	4		2,279	1,827	514	101	16	6	1	207	83	218	1	1		5,258
June.....	14		3,615	1,554	328	69	13	3		186	54	209	13	2		6,060
July.....	10		2,590	711	112	43	8			112	33	210	6			3,835
August.....	1		1,603	661	213	58	9	1		44	63	257	5			2,925
Total.....	780		73,675	35,385	8,713	1,722	398	191	28	3,935	1,079	5,575	120	6	5	131,612

Cars Inspected at Winnipeg only (C.P.R., C.N.R., G.T.P.R.), by Grades.
WINTER WHEAT.

	1 ARW.	2 ARW.	3 ARW.	4 RW.	5 W.	Rej.	Total.
September....			104	55	3	1	163
October.....	15	147	77	4			243
November.....	12	135	57	4			208
December.....	4	41	28	4		1	75
January.....		8	4				12
February.....		2	1				3
March.....		5	3				8
April.....	2	15	5				22
May.....	3	20	4				27
June.....		12	1				13
July.....	2	2					4
August.....							
Total.....	38	491	238	15		2	784

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CARS Inspected at Winnipeg only (C.P.R., C.N.R., G.T.P.R.), by Grades.

OATS.

	Ex. 1 CW.	1 CW.	2 CW.	3 CW.	Ex. 1 Fd.	1 Fd.	2 Fd.	Rej.	N.G.	Cond.	2 Mix.	Mix Gr.	Total.
September.....		4	1,277	398	33	20	156	44	18	6		72	2,028
October.....		9	3,800	1,087	33	20	417	104	24	12		169	5,675
November.....		26	5,085	1,796	45	28	648	57	190	9		160	8,044
December.....		8	2,860	1,653	82	37	438	31	121	7	4	111	5,352
January.....		8	364	426	26	24	172	10	58	4	1	37	1,130
February.....		8	358	233	10	9	92	1	27		1	44	783
March.....		58	1,387	699	42	15	297	19	44	1	2	92	2,656
April.....		8	813	769	24	15	308	29	41		1	105	2,113
May.....		10	941	554	26	7	240	27	38		1	37	1,881
June.....		9	489	265	13	10	124	15	25	1		44	995
July.....		3	386	204	16	1	88	13	25		1	26	763
August.....			113	48	1	1	54	6	8	1		13	245
Total.....	151	17,873	8,132	351	187	3,034	356	619	41	11		910	31,665

CARS Inspected at Winnipeg only (C.P.R., C.N.R., G.T.P.R.), by Grades.
BARLEY.

	Ex. 3 CW.	3 CW.	4 CW.	Rej.	NG.	Fd.	Cond.	Total.
September.....	5	1,178	491	257	8	43		1,982
October.....	10	1,448	660	353	7	75	1	2,554
November.....	18	987	534	259	22	60		1,880
December.....	12	666	402	159	19	41	8	1,307
January.....	5	150	116	80	9	11	1	372
February.....	5	80	61	39	5	12		202
March.....	8	253	196	110	9	15		591
April.....	3	122	186	87	4	15	6	423
May.....	1	97	146	62	3	11	3	323
June.....	1	104	108	60	1	10		284
July.....	1	87	108	39	5	5		245
August.....		38	35	14	4	4		95
Total.....	69	5,210	3,043	1,519	96	302	19	10,258

CARS Inspected at Calgary, by Grades (Crop 1913-14.)

SPRING WHEAT

	1 Hard.	1 NWF.	1°	2°	3°	4	5	6	Fd.	Smty.	NG.	Rej.	Cond.	NEG.	Total.
September	2	1	13	13	10	9	6	6	2	4	2	2	1	3	73
October		3	63	40	35	24	7	5		52	7	10	1	11	252
November		5	50	69	85	60	26	5		29	4	8		10	351
December		1	94	98	67	21	20	9		30	6	5	3	11	365
January			97	99	48	6	4	2		23		8		1	285
February		2	95	47	16	9	5	8		7		4		1	194
March		1	79	12	22	16	2	2		17		5		1	186
April			79	62	28	5	2	2		9			1	1	187
May			122	53	20	7	1			13		5	2	4	227
June			71	72	41	8	3	1	2	16	1	5		3	223
July			51	53	19	16	13	1	2	6		3			164
August			49	49	23	11	7			4		1		2	146
Total	2	13	863	697	414	192	96	39	6	210	20	56	7	47	2,662

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CARS Inspected at Calgary, by Grades (Crop 1913-14.)

WINTER WHEAT.

	1 ARW.	2 ARW.	3 ARW.	4 RW.	5 W.	1 WW.	2 WW.	3 WW.	4 WW.	1 MW.	2 MW.	3 MW.	Smty.	NG.	Rej.	Total.
September.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
October.....	1	6	.....	5	1	6	1	1	1	.....	2	.....	.....	.....	.....	39
November.....	3	5	13	8	.....	1	7	4	1	.....	.....	.....	.....	.....	.....	42
December.....	1	2	2	5	4	2	3	2	.....	.....	.....	.....	.....	.....	.....	21
January.....	.....	1	2	5	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	10
February.....	.....	3	2	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
March.....	.....	.....	6	2	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	9
April.....	.....	2	5	2	2	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	13
May.....	.....	.....	5	4	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	11
June.....	.....	4	3	2	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	10
July.....	.....	8	5	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
August.....	2	5	2	1	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	13
Total.....	7	36	64	40	10	11	16	10	4	.....	2	.....	.....	.....	.....	200

Cars Inspected at Calgary, by Grades (Crop 1913-14.)
OATS.

	Ex. 1 CW.	1 CW.	2 CW.	3 CW.	Ex. 1 Feed.	1 Feed.	2 Feed.	Rej.	NG.	Cond.	2 Mix.	Mix Gr.	Total.
September.....	2	26	34	9	115	15	5	24	3	3			236
October.....	1	20	126	29	34	10	4	18	4				246
November.....	1	9	63	11	46	15	4	19		2			170
December.....		19	91	17	55	17	2	37	1	1			240
January.....		10	49	26	61	11	4	19					180
February.....		6	60	7	44	15	2	3					137
March.....	1	27	107	35	80	18	10	14					292
April.....		2	35	19	44	6	1	5					112
May.....		2	79	25	100	17	6	8	3				240
June.....		1	66	15	90	13	4	10		1			200
July.....		2	34	20	92	34	4	9		2			197
August.....			41	14	80	18	2	11	1	1			168
Total.....	5	124	785	227	841	189	48	177	12	10			2,418

CARS Inspected at Calgary, by Grades (Crop 1913-14.)

BARLEY.

	2 CW.	Ex. 3 CW.	3 C.W.	4 CW.	Rej.	NG.	Feed.	Cond.	Total.
September.....	1	97.	16	12	2		3		131
October.....	5	185	43	10	9		2		254
November.....	3	184	69	18	9	1			284
December.....	1	74	32	9	6				122
January.....		30	18	10	2				60
February.....		16	16	22					54
March.....		18	17	15	3				53
April.....		44	8	4					56
May.....		13	4	2	1				20
June.....		3	18	4					25
July.....		10	7	4					21
August.....		33	15	3					51
Total.....	10	707	263	113	32	1	5		1,131

CARS Inspected at Calgary, by Grades (Crop 1913-14.)

	FLAX.						RYE.					
	1 NW.	2 CW.	3 CW.	Rej.	NG.	Cond.	Total.	1 CW.	2 CW.	Rej.	Total.	Screenings.
September.....			1				1	2	2		4	
October.....								3	8		11	
November.....	1	1					2	2	20	2	24	
December.....	4						4		14	1	15	
January.....	1						1		2	1	3	
February.....	1						1					
March.....	2						2		5		5	
April.....	3						3		3		3	
May.....	4				1		5		2	1	3	
June.....	3						3					1
July.....	5						5					1
August.....	4						4			1	1	
Total.....	28	1	1		1		31	7	56	6	69	2

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Cars Inspected at Superior, Wis. (by grades.)
SPRING WHEAT.

	1 Hard.	1 HWF.	1°	2°	3°	4	5	6	Fd.	Smty	NG.	Rej.	Cond.	NEG.	Total.
September.....	1	.....	333	98	7	.....	.....	.....	.....	14	3	38	.....	.....	494
October.....	339	223	22	.....	.....	.....	.....	12	1	42	.....	.....	639
November.....	116	107	11	.....	.....	.....	.....	5	1	9	.....	.....	249
December.....	61	47	4	1	.....	.....	.....	4	1	5	.....	.....	123
January.....	35	47	15	3	.....	.....	.....	9	.....	.....	.....	.....	109
February.....	5	23	5	1	.....	.....	.....	3	.....	.....	.....	.....	37
March.....	12	7	.....	.....	1	.....	.....	4	.....	2	.....	.....	26
April.....	57	67	1	.....	.....	.....	.....	9	1	14	.....	.....	149
May.....	35	32	10	.....	.....	.....	.....	.....	.....	7	6	.....	90
June.....	87	30	.....	2	.....	.....	.....	2	1	2	2	.....	126
July.....	24	15	.....	.....	.....	.....	.....	2	2	4	.....	.....	47
August.....	42	10	.....	.....	.....	.....	.....	.....	.....	4	.....	.....	56
Total.....	1	.....	1,146	706	75	7	1	.....	.....	64	10	127	8	.....	2,145

CARS Inspected at Superior, Wis. (by grades.)

OATS.

	Ex. 1 C.W.	1 C.W.	2 C.W.	3 C.W.	Ex. 1 Fd.	1 Fd.	2 Fd.	Rej.	NG.	Cond.	2 Mix.	Mix.Gr.	Total.
September.....			4	2			2	3	6				17
October.....			58	14	3		9	12				1	97
November.....			126	19	2	1	3	6	2				159
December.....			24	6	2	2		1	4				39
January.....			9			1	2	2	2				16
February.....			3		2								5
March.....			1	3			2	5					11
April.....							6	1					7
May.....							14	1		1			16
June.....							8						8
July.....							2						2
August.....													
Total....			225	44	9	4	48	31	14	1		1	377

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Cars Inspected at Superior, Wis. (by grades.)

BARLEY.

	Ex. 3 CW.	3 CW.	4 CW.	Rej.	NG.	Fd.	Cond.	Total.
September...		18	7	13				38
October.....		44	34	26	1			105
November.....		16	9	13	1			39
December.....	3	7	16	6	4			36
January.....		1	3	2				6
February.....		1	2	1				4
March.....			5	1				6
April.....		3	14	13		1		31
May.....			3	4				7
June.....								
July.....			7	6				13
August.....				1				1
Total...	3	90	100	86	6	1		286

Cars Inspected at Superior, Wis. (by grades.)

FLAX.

	1 NW.	2 CW.	3 CW.	Rej.	N.G.	Cond.	Total
September.....	1	1					2
October.....	25	3					28
November.....	25	3					28
December.....	14		1				15
January.....	19						19
February.....	3						3
March.....	16	1					17
April.....	94	5					99
May.....	59	1	2				62
June.....	123	5		1			129
July.....	111	2	1				114
August.....	6						6
Total.....	496	21	4	1			522

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CARS Inspected at Superior, Wis. (by grades.)

WHEAT.

	1 H.	1 HWF.	1°	2°	3°	4	5	6	Fd.	Smty.	NG.	Rej.	NEG.	2 Goose.
September.....	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
October.....	19	3	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
November.....	109	26	2	.....	.....	.....	.....	3	.....	.....	.....	.....
December.....	51	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January.....	24	11	2	.....	.....	.....	.....	2	.....	.....	.....	.....
February.....	19	5	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
March.....	110	16	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
April.....	73	14	3	1	.....	.....	.....	.....	.....	.....	.....	.....
May.....	67	25	9	1	.....	.....	.....	2	.....	.....	.....	.....
June.....	42	10	1	.....	.....	.....	.....	1	.....	.....	.....	.....
July.....	53	2	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
August.....	12	3	1	1	1	.....	.....	.....	.....	.....	.....	.....
Total.....	596	124	25	5	1	.....	.....	9	.....	.....	.....	.....

CARS Inspected at Moosejaw (crop year 1913-14.)

	OATS.										BARLEY.							
	1 CW.	2 CW.	3 CW.	Ex. 1 Fd.	1 Fd.	2 Fd.	Rej.	NG.	Cond.	2 Mix.	Mix Gr.	3 Ex.	3 CW.	4 CW.	Rej.	NG.	Fd.	NCond.
September.....		12																
October.....		49	5		1	2							1					
November.....		52	4	1		1					2		1					
December.....		19	6			1							1					
January.....		10	1															
February.....		35	1				1											
March.....		45	1															
April.....		1					1											
May.....		19	1															
June.....		9																
July.....		22	2															
August.....		25																
Total.....		298	21	1	1	4	2				2		3					

SESSIONAL PAPER No. 10d

CARS Inspected at Moosejaw (crop year 1913-14.)

SPRING WHEAT.

	1 H.	1 HWF.	1°	2°	3°	4	5	6	Fd.	Smty.	NG.	Rej.	Cond.	NEG.	2 Goose.	Total.
September.....			6	49	25	3				3						86
October.....			5	72	11	1				5						94
November.....			5	69	7					7						88
December.....			2	26	7	1				1	3					40
January.....			3	34	4	2				6						49
February.....			13	54						3		1				71
March.....			66	62	6					16						150
April.....			42	37	1					5				1		86
May.....			47	92	6					6				1		152
June.....			35	39						3						77
July.....			37	20						4		1				62
August.....			48	12	3					3		2				68
Total.....			309	566	70	7				62	3	4		2		1,023

CARS Inspected at Medicine Hat (crop year 1913-14.)

	OATS.						BARLEY.							
	1 CW. 2 CW. 3 CW.	Ex. 1 Fd.	1 Fd. 2 Fd.	Rej.	NG.	Cond.	2 Mix.	Mix Gr.	3 Ex.	3 CW. 4 CW.	Rej.	NG.	Feed.	Cond.
September.....														
October.....	1									1				
November.....		1												
December.....		1								1				
January.....		1	1											
February.....	1									1				
March.....	2													
April.....	2	1	1											
May.....	1													
June.....	5	1	1											
July.....	10	5								2				
August.....	8													
Total..	1	30	10	1	3					3	2			

CARS Inspected at Medicine Hat (crop year 1913-14.)

SESSIONAL PAPER No. 10d

	WINTER WHEAT.			FLAX.					
	1 RW.	2 RW.	3 RW.	1 NWC.	2 CW.	3 CW.	Rej.	NG.	Cond.
September.....									
October.....									
November.....		1							
December.....	1			2					
January.....				1					
February.....									
March.....			1	5					
April.....				5					
May.....		1	1						
June.....				3					
July.....		2		9	2				
August.....				1					
Total.....	1	4	2	26	2				

CARS Inspected at Winnipeg over C.P.R., crop year 1913-14 (by grades.)

SPRING WHEAT.

	1 Hard. 1 HWF.	1°	2°	3°	4	5	6	Fd.	Smty.	NG.	Rej.	Cond.	NEG.	Goose.	Total.
September.....	198	9,683	2,416	418	36	1	1	1	254	22	785	24			13,814
October.....	198	13,287	4,677	800	103	24	14	2	562	104	648	24			20,443
November.....	145	10,860	4,052	838	160	34	17	5	547	167	379	15	1	2	17,222
December.....	34	3,236	1,877	442	92	28	5	2	293	139	138	3	1		6,290
January.....	3	582	414	123	32	5	3		81	58	52	11			1,364
February.....		502	328	104	18	3	1		27	31	34	2			1,050
March.....	20	1,516	484	155	27	1	1	2	68	49	59	3			2,385
April.....	18	1,747	756	185	48	5	1		126	37	160	2	1		3,086
May.....	3	1,160	657	133	21	5	2		94	62	114	1	1		2,253
June.....	10	2,342	661	106	18	2			104	34	159	13	2		3,451
July.....	8	1,974	445	68	19	2			86	22	125	6	—		2,755
August.....	1	1,072	378	101	38	7			26	18	136	4			1,781
Total.....	638	47,961	17,145	3,473	612	117	45	11	2,268	743	2,789	84	6	2	75,894

CARS Inspected at Winnipeg over C.P.R., crop year 1913-14 (by grades.)

OATS.

	Ex. 1 CW.	1 CW.	2 CW.	3 CW.	Ex. 1 Fd.	1 Fd.	2 Fd.	Rej.	NG.	Cond.	2 Mix.	Mix Grain.	Total.
September.....		2	809	921	25	9	91	22	10	5		37	1,231
October.....		3	2,072	525	22	7	226	58	16	1		88	3,018
November.....		12	2,552	947	29	8	399	28	130	5		61	4,171
December.....		1	1,238	717	25	14	221	14	62	1	3	45	2,341
January.....		7	158	165	7	6	88	5	31			13	480
February.....		4	175	90	2	3	44	1	16			23	358
March.....		34	601	302	4	3	178	11	27			38	1,198
April.....		8	369	315	6	1	167	16	26		1	57	966
May.....		5	437	215	2		105	21	14		1	17	817
June.....		6	317	136	8	2	76	13	14	1		30	603
July.....		2	265	133	13		58	7	16			21	515
August.....			89	31	1		41	2	5	1		7	177
Total.....		84	9,082	3,797	144	53	1,694	198	367	14	5	437	15,875

CARS Inspected at Winnipeg over C.P.R., crop year 1913-14 (by grades.)

BARLEY.

	2 CW.	3 Ex. CW.	3 CW.	4 CW.	Rej.	NG.	Fd.	Cond.	Total.
September.....				247	132	3	25	.....	945
October.....		5	533	313	208	6	32	..... 1	1,162
November.....		3	599	284	153	15	28	.....	876
December.....		4	392	151	96	10	24	..... 8	507
January.....		3	215	43	52	4	9	..... 1	147
February.....		.....	38	26	26	4	9	.....	87
March.....		2	20	85	61	4	5	.....	228
April.....		6	67	95	48	2	10	..... 6	208
May.....		2	45	52	36	3	5	..... 3	122
June.....		.....	23	71	44	1	7	.....	165
July.....		1	41	62	28	2	2	.....	144
August.....		1	49	21	10	.....	3	.....	51
.....		.....	17						
Total.....	27	27	2,039	1,450	894	54	159	19	4,642

SESSIONAL PAPER No. 10d

CARS Inspected at Winnipeg over C.N.R., crop year 1913-14 (by grades.)

SPRING WHEAT.

	1 Hard.	1 HWF.	1°	2°	3°	4	5	6	Fd.	Smty.	NG.	Rej.	Cond.	NEG.	2 Goose.	Total.
September.....	26		3,742	1,699	408	37	1	5	1	99	24	779	1		2	6,824
October.....	13		3,582	3,228	751	108	1	15	1	213	19	617				8,567
November.....	10		2,634	2,529	678	162	2	39	2	197	39	370	29			6,738
December.....	5		2,171	2,313	786	211	8	37	8	211	46	125			1	5,975
January.....	1		349	571	194	47		4		62	16	34	2			1,300
February.....	1		167	272	141	32				38	6	28	2			698
March.....	9		794	714	217	41		5		85	24	82	1			1,991
April.....	10		1,019	848	344	63		6		116	5	113				2,537
May.....			720	983	327	62	1	4	1	83	7	93				2,289
June.....	2		932	790	202	43		3		66	16	42				2,106
July.....	2		529	243	40	20				26	10	78				953
August.....			450	249	73	15	1	1		15	44	129	1			978
Total.....	79		17,089	14,439	4,161	841	219	119	13	1,211	256	2,490	36		3	40,956

SESSIONAL PAPER No. 10d

CARS Inspected at Winnipeg over C.N.R., crop year 1913-14 (by grades.)

OATS.

	Ex. 1 CW.	1 CW.	2 CW.	3 CW.	Ex. 1 Fd.	1 Fd.	2 Fd.	Rej.	NG.	Cond.	2 Mix.	Mix Grain.	Total.
September.....			303	136	6	10	52	14	5	1		26	553
October.....			1,068	352	8	3	127	26	8	11		64	1,667
November.....		10	1,613	523	9	12	175	14	52	4		73	2,485
December.....		3	1,073	632	51	21	153	14	38	6		58	2,049
January.....			141	205	17	17	72	4	16	4	1	18	495
February.....		1	130	118	8	5	39		9		1	19	330
March.....		7	553	303	37	11	90	6	11	1	2	48	1,069
April.....			272	313	8	6	110	8	7			40	764
May.....			324	251	16	5	105	5	12			15	733
June.....		1	112	95	3	8	36	2	8			8	273
July.....			89	59	3	1	23	3	8		1	4	191
August.....			18	13		1	10	4	3			4	53
Total.....		22	5,696	3,000	166	100	992	100	177	27	5	377	10,662

CARS Inspected at Winnipeg over C.N.R., crop year 1913-14 (by grades.)

BARLEY.

	2 CW.	3 Ex. CW.	3 CW.	4 CW.	Rej.	NG.	Feed.	Cond.	Total
September.....			552	207	112	3	18		892
October.....		5	735	289	118	1	38		1,186
November.....		4	501	210	93	7	28		843
December.....		7	399	222	52	9	14		703
January.....		2	97	61	21	4	1		186
February.....		3	54	34	12	1	3		107
March.....		1	172	91	45	5	9		323
April.....		1	66	80	32	2	3		184
May.....			64	87	20		6		177
June.....			54	34	12		2		102
July.....			32	42	11		3		91
August.....			19	12	4		1		39
Total.....		23	2,745	1,369	532	38	126		4,833

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Cars Inspected at Winnipeg over C.N.R., crop year 1913-14 (by grades.)

	Rye.				Flax.							Screenings.
	1 CW.	2 CW.	Rej.	Total.	1 NWC.	2 CW.	3 CW.	Rej.	NG.	Cond.	Total.	
September.....					135	18	7	1	9	.....	170	8
October.....					475	6	1	4	1	.....	487	3
November.....			1	1	716	36	2	4	3	.....	761	6
December.....			1	1	886	39	6	4	5	1	941	5
January.....					120	10	1	1	1	.....	133	6
February.....					81	3	.....	.....	2	.....	86	3
March.....					213	6	1	1	3	.....	224	3
April.....					327	8	2	4	.....	.....	341	1
May.....					306	5	1	1	3	.....	316	2
June.....					152	13	4	4	.....	.....	173	2
July.....					85	2	2	1	2	.....	92	4
August.....					27	.....	1	2	.....	.....	30	1
Total.....			2	2	3,523	146	28	27	29	1	3,754	44

Cars Inspected at Winnipeg over C.N.R., crop year 1913-14 (by grades.)

SPRING WHEAT.

	1 Hard.	1 HWF.	1°	2°	3°	●	4	5	6	Fd.	Smty.	NG.	Rej.	Cond.	NFG.	Total.
September.....	12	.....	1,040	316	54	11	.....	.....	2	1	23	4	79	.....	.....	1,542
October.....	14	.....	2,688	1,091	284	56	13	.....	4	1	108	6	60	.....	.....	4,325
November.....	8	.....	2,155	1,052	318	79	28	.....	16	2	137	20	61	.....	.....	3,876
December.....	4	.....	884	496	128	47	12	.....	2	.....	70	5	31	.....	.....	1,679
January.....	.....	.....	116	79	28	14	1	.....	.....	.....	9	3	7	.....	.....	257
February.....	1	.....	54	52	15	5	.....	.....	.....	.....	4	4	2	.....	.....	137
March.....	11	.....	354	139	76	13	1	.....	1	.....	17	7	4	.....	.....	623
April.....	10	.....	426	229	59	9	2	.....	2	.....	39	11	24	.....	.....	811
May.....	1	.....	399	187	54	18	2	.....	.....	.....	30	14	11	.....	.....	716
June.....	2	.....	341	103	20	8	1	.....	.....	.....	16	4	8	.....	.....	503
July.....	.....	.....	87	23	4	4	1	.....	.....	.....	.....	1	7	.....	.....	127
August.....	.....	.....	81	34	39	5	1	.....	.....	.....	3	1	2	.....	.....	166
Total.....	63	.....	8,625	3,801	1,079	269	62	27	4	456	80	296	14,762	.....	.....	.....

SESSIONAL PAPER No. 10d

CARS Inspected at Winnipeg over G.T.P. Ry., crop year 1913-14 (by grades.)

WINTER WHEAT.

	1 ARW.	2 ARW.	3 ARW.	4 RW.	Total.
September.....					
October.....					
November.....		1	1		2
December.....		1		1	2
January.....					
February.....					
March.....					
April.....					
May.....					
June.....					
July.....					
August.....					
Total.....		2	1	1	4

CARS Inspected at Winnipeg over G.T.P. Ry., crop year 1913-14 (by grades.)

OATS.

	Ex. 1 CW.	1 CW.	2 CW.	3 CW.	Ex. 1 Fd.	1 Fd.	2 Fd.	Rej.	NG.	Cond.	2 Mix.	Mix Gr.	Total.
September.....		2	165	41	2	1	13	8	3			9	244
October.....		6	660	210	3	10	64	20				17	990
November.....		4	920	326	7	8	74	15	8			26	1,388
December.....		4	549	304	6	2	64	3	21		1	8	962
January.....		1	65	56	2	1	12	1	11			6	155
February.....		3	53	25		1	9		2			2	95
March.....		17	233	94	1	1	29	2	6			6	389
April.....			172	141	10	8	31	5	8			8	383
May.....			180	88	8	2	30	1	12			5	331
June.....			60	34	2		12		3			6	119
July.....			32	12			7	3	1			1	57
August.....			6	4			3					2	15
Total.....	45	3,095	1,335	41	34	348	58	75	1			96	5,128

Cars Inspected at Winnipeg over (G.T.P. Ry., crop year 1913-14 (by grades.)

BARLEY.

	2 CW.	3 Ex. CW.	3 CW.	4 CW.	Rej.	NG.	Fd.	Cond.	Total.
September.....			93	37	13	2			145
October.....		2	114	58	27		5		206
November.....		10	94	40	13		4		161
December.....		2	52	29	11		3		97
January.....		3	15	12	7	1	1		39
February.....			6	1	1				8
March.....		1	14	20	4		1		40
April.....			11	11	7		2		31
May.....		1	10	7	6				24
June.....			9	3	4		1		17
July.....			6	4					10
August.....			2	2		1			5
Total.....		19	426	224	93	4	17		783

CARS Inspected at Winnipeg over G.T.P. Ry., crop year 1913-14 (by grades.)

	Rye.				Flax							Screenings.
	1 CW.	2 CW.	Rej.	Total.	1 NW.	2 CW.	3 CW.	Rej.	NG.	Cond.	Total.	
September.....					19	3		1	3		26	3
October.....		2		2	158	7					165	1
November.....					331	16	2		4		353	
December.....					289	6	4	3	5		307	
January.....					85	1	1	2			89	
February.....					20	1			1		22	1
March.....					49	2			3		54	
April.....					70	4	1	1		1	76	
May.....					64						65	
June.....					41		1	1			43	
July.....					12						12	
August.....					6	1					7	
Total.....		2		2	1,144	41	9	8	17		1,219	5

CARS Inspected, all roads, by Provinces (Monthly.)
SASKATCHEWAN.

	Wheat.	Oats.	Barley	Flax.	Rye.	Screenings.
September.....	11,454	1,145	599	434		
October.....	22,827	3,140	858	1,804	3	
November.....	20,565	4,643	802	3,083	1	
December.....	11,511	3,448	728	2,109	2	
January.....	2,300	800	223	395		3
February.....	1,395	540	107	203		
March.....	3,622	1,561	291	499		
April.....	5,017	1,444	180	863		
May.....	3,962	1,135	142	679		
June.....	4,318	562	87	580		1
July.....	1,840	422	118	358		
August.....	1,032	90	23	66		
Total.....	89,843	18,930	4,158	11,073	6	4

ALBERTA.

September.....	1,432	521	182	57		
October.....	3,579	1,178	363	162	4	
November.....	3,503	1,606	362	225	12	
December.....	2,009	945	209	143	28	
January.....	617	268	70	39	15	
February.....	363	184	59	4	3	
March.....	572	418	59	29		
April.....	603	213	61	56	5	
May.....	852	345	21	81	3	
June.....	1,035	337	29	82	3	
July.....	738	278	24	63		1
August.....	310	212	51	11	1	1
Total.....	15,613	6,505	1,490	952	74	2

Cars Inspected, all roads, by Provinces (Monthly.) —Continued.
MANITOBA.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.	Spelts.
September.....	10,035	615	1,370	63		36	
October.....	8,108	1,700	1,692	175	1	28	
November.....	4,618	2,124	1,039	193	1	43	
December.....	1,011	1,238	528	74		25	
January.....	423	258	145	14	1	9	1
February.....	366	201	94	8		23	
March.....	1,031	980	300	33		19	
April.....	1,171	575	269	92		32	
May.....	794	657	187	45		16	
June.....	1,093	304	193	43		17	
July.....	1,495	262	137	34		26	
August.....	1,802	111	73	13		18	
Total.....	31,947	9,025	6,027	787	3	292	1

CARS Inspected over C.P.R., by Provinces (Monthly.)
SASKATCHEWAN.

	Wheat	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	7,425	599	321	267		
October.....	14,033	1,406	420	1,225	1	
November.....	12,342	2,025	360	2,088	1	
December.....	4,787	1,278	252	934	1	
January.....	974	305	77	181		
February.....	731	232	47	99		
March.....	1,619	645	93	234		
April.....	2,327	674	79	434		
May.....	1,485	495	42	305		
June.....	2,273	317	40	275		1
July.....	1,252	277	61	174		
August.....	647	59	15	35		
Total.....	49,895	8,312	1,807	6,251	3	1

ALBERTA.

September.....	1,198	251	32	52		
October.....	2,756	645	66	143		
November.....	2,488	920	34	167	1	
December.....	1,133	408	45	99	4	
January.....	155	30	4	20		
February.....	94	22	1			
March.....	234	52	4	13		
April.....	233	29	4	15		
May.....	442	31		24		
June.....	557	102	2	51		
July.....	501	69	2	46		
August.....	120	38		5		
Total.....	9,911	2,597	194	635	5	

CARS Inspected over C.P.R., by Provinces (Monthly.)—Continued.

MANITOBA.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.	Spelts.
September.....	5,354	381	592	36	.....	25	.....
October.....	3,897	967	676	93	1	24	.....
November.....	2,595	1,226	482	102	.....	37	.....
December.....	2,444	655	210	26	.....	20	.....
January.....	246	145	66	5	1	6	.....
February.....	225	104	39	4	.....	20	1
March.....	536	501	131	17	.....	15	.....
April.....	534	263	125	43	.....	31	.....
May.....	348	291	80	28	.....	14	.....
June.....	648	184	123	31	.....	15	.....
July.....	1,015	169	81	12	.....	22	.....
August.....	1,018	80	36	3	.....	17	.....
Total.....	16,860	4,966	2,641	400	2	246	1

CARS Inspected, all roads, by Provinces (Monthly.)
SASKATCHEWAN.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	3,012	346	205	143	.....	.....
October.....	5,002	921	297	420	.....	.....
November.....	4,738	1,443	321	670	.....	.....
December.....	5,197	1,322	393	879	1	.....
January.....	1,068	345	111	115	.....	3
February.....	531	218	51	81	.....	.....
March.....	1,440	626	170	197	.....	.....
April.....	1,967	451	68	293	.....	.....
May.....	1,825	366	80	298	.....	.....
June.....	1,546	152	41	157	.....	.....
July.....	474	90	46	85	.....	.....
August.....	285	21	6	26	.....	.....
Total.....	27,085	6,301	1,789	3,364	1	3

ALBERTA.

September.....	60	17	5	2	.....	.....
October.....	372	125	28	15	.....	.....
November.....	327	206	15	24	.....	.....
December.....	336	180	26	23	.....	.....
January.....	85	43	2	11	.....	.....
February.....	34	18	4	2	.....	.....
March.....	101	46	1	12	.....	.....
April.....	127	32	.....	25	.....	.....
May.....	111	25	1	3	.....	.....
June.....	212	22	1	15	.....	.....
July.....	42	12	1	4	.....	.....
August.....	15	5	.....	.....	.....	.....
Total.....	1,822	731	84	136	.....	.....

Cars Inspected, C.N.R., by Provinces (Monthly.) —Continued.

MANITOBA.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	3,752	190	682	25		2
October.....	3,193	621	861	52		3
November.....	1,676	836	507	67	1	6
December.....	444	547	284	39		5
January.....	148	107	73	7		3
February.....	134	94	52	3		3
March.....	451	397	152	15		3
April.....	443	281	116	23		1
May.....	353	342	96	15		2
June.....	348	99	60	1		2
July.....	437	89	44	3		4
August.....	678	27	33	4		1
Total.....	12,057	3,630	2,960	254	1	1

SESSIONAL PAPER No. 10d

CARS Inspected over G.T.P., by Provinces (Monthly.)
SASKATCHEWAN.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	1,017	199	73	24		
October.....	3,783	801	136	159	2	
November.....	3,466	1,150	116	321		
December.....	1,509	838	75	290		
January.....	231	143	35	83		
February.....	121	89	8	21		
March.....	551	287	28	52		
April.....	712	319	26	74		
May.....	643	273	20	61		
June.....	409	93	6	33		
July.....	94	55	10	12		
August.....	100	10	2	2		
Total.....	12,636	4,257	535	1,132	2	

ALBERTA.

September.....	90	17	14	2		
October.....	153	147	15	4		
November.....	275	215	29	31		
December.....	147	102	16	16		
January.....	20	10	3	6		
February.....	15	4		1		
March.....	42	28	1	2		
April.....	43	40	1	1		
May.....	61	49		3		
June.....	33	13	1	2		
July.....	17					
August.....	16	1		2		
Total.....	912	626	80	70		

CARS Inspected over G.T.P., by Provinces (Monthly.) —Continued.
MANITOBA.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	435	28	58	.....	.....	3
October.....	389	42	55	2	.....	1
November.....	137	23	16	1	.....	.....
December.....	25	22	6	1	.....	.....
January.....	6	2	1	.....	.....	.....
February.....	1	2	.....	.....	.....	.....
March.....	30	74	11	.....	.....	1
April.....	56	24	4	1	.....	.....
May.....	12	9	4	1	.....	.....
June.....	61	13	10	8	.....	.....
July.....	16	2	.....	.....	.....	.....
August.....	50	4	3	3	.....	.....
Total.....	1,218	245	168	17	.....	5

CARS Inspected at Calgary, by Provinces.
FROM ALBERTA.

SESSIONAL PAPER No. 10d

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	84	236	131	1	.....	.....
October.....	297	246	254	.....	4	.....
November.....	393	170	284	2	11	.....
December.....	386	240	122	4	24	.....
January.....	298	180	60	1	15	.....
February.....	201	137	54	1	3	.....
March.....	195	292	53	2	.....	.....
April.....	200	112	56	3	5	.....
May.....	238	240	20	5	3	.....
June.....	233	200	25	3	3	.....
July.....	178	197	21	5	.....	1
August.....	159	168	51	4	1	1
Total.....	2,862	2,418	1,131	31	69	2

CARS Inspected at Duluth, Minn., by Provinces.
SASKATCHEWAN.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings
September...	9	1				
October.....	19	12	5	4		
November.....	18	25	5	6		
December.....	27	10	8	16		
January.....	12	7	1	2		
February.....	12	1		16		
March.....	11	3		62		
April.....	9	1	7	15		
May.....	90			115		
June.....	20		1	87		
July.....				3		
August.....						
Total.....	227	60	27	326		

SESSIONAL PAPER No. 10d

CARS Inspected at Duluth, Minn., by Provinces.
ALBERTA.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....						
October.....	1	15				
November.....	20	95		1		
December.....	7	15		1		
January.....	59	5	1	1		
February.....	19	3				
April.....				12		
May.....				46		
June.....				11		
July.....				8		
August.....						
Total.....	106	133	1	80		

CARS Inspected at Duluth, Minn., by Provinces.
MANITOBA.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	494	16	38	2		
October.....	629	70	100	28		
November.....	210	39	34	23		
December.....	98	14	28	8		
January.....	23	4	5	2		
February.....	6	1	3	1		
March.....	14	8	6	1		
April.....	138	7	24	25		
May.....	81	15	7	1		
June.....	36	8		3		
July.....	27	2		19		
August.....	56			3		
Total.....	1,812	184	258	116		

SESSIONAL PAPER No. 10d

CARS Inspected over C.P.R. Billed Winnipeg.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.	Speltz.
September.....	1,895	250	158	5		1	
October.....	2,305	570	209	34		2	
November.....	1,227	857	105	58		7	
December.....	926	401	82	53		2	
January.....	922	145	29	36		3	
February.....	840	142	36	32		2	1
March.....	1,469	424	74	50		10	
April.....	876	152	58	38		9	
May.....	782	194	25	14		4	
June.....	847	246	33	30		8	
July.....	801	242	26	12		11	
August.....	1,005	123	18	2		4	
Total.....	13,895	3,746	853	364		63	1

CARS Inspected over C.P.R. Billed Fort William.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	12,073	979	781	350	..	10
October.....	18,343	2,270	933	1,427	..	14
November.....	16,182	3,175	733	2,299	2	30
December.....	5,432	1,407	391	1,006	2	14
January.....	3,389	248	98	167	1	1
February.....	171	177	48	70	..	9
March.....	892	615	148	210	..	3
April.....	2,153	787	147	449	..	18
May.....	1,412	616	93	328	..	8
June.....	2,597	352	132	324	..	4
July.....	1,966	268	118	217	..	8
August.....	776	47	33	41	..	8
Total.....	62,377	10,941	3,655	6,888	7	127

SESSIONAL PAPER No. 10d

CARS Inspected over C.P.R. Billed Duluth, Minn.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	1	1	4	.....	.....	.....
October.....	19	39	13	.....	.....	.....
November.....	10	12	2	.....	.....	.....
December.....	8	12	.....	.....	.....	.....
January.....	30	6	.....	1	.....	.....
February.....	3	2	.....	.....	.....	.....
March.....	1	.....	.....	4	.....	2
April.....	49	.....	.....	4	.....	.....
May.....	79	.....	.....	13	.....	.....
June.....	23	.....	.....	1	.....	.....
July.....	.....	.....	.....	1	.....	.....
August.....	.....	.....	.....	.....	.....	.....
Total.....	223	72	19	24	.....	2

CARS Inspected over C.P.R. Billed all rail.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	8	1	2	.....	.....	14
October.....	19	139	7	.....	.....	8
November.....	6	127	36	.....	.....	.....
December.....	7	521	34	.....	3	4
January.....	34	81	20	2	.....	2
February.....	36	37	3	1	.....	9
March.....	27	159	6	.....	.....	4
April.....	16	27	3	1	.....	2
May.....	2	7	4	2	.....	4
June.....	11	5	.....	2	.....	3
July.....	1	5	.....	2	.....	5
August.....	4	7	.....	.....	.....	.....
Total.....	171	1,116	115	10	3	55

SESSIONAL PAPER No. 10d

CARS Inspected over C.N.R. Billed Winnipeg.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	510	73	115	1		
October.....	252	184	95	16		
November.....	259	491	88	14		
December.....	171	242	103	14		1
January.....	61	42	28	5		1
February.....	162	78	42	10		
March.....	294	240	100	3		
April.....	120	55	58	6		1
May.....	152	120	43			1
June.....	106	59	14			2
July.....	225	44	12			4
August.....	246	15	9			1
Total.....	2,558	1,643	707	69		11

CARS Inspected over C.N.R. Billed Port Arthur.

	Wheat.	Oats.	Barley.	Flax.	Screenings.	Rye.
September.....	6,311	464	729	169	1	
October.....	8,123	1,037	905	470		
November.....	6,121	1,499	705	734	2	1
December.....	5,465	1,346	536	727		1
January.....	1,071	344	132	100	4	
February.....	478	216	63	48	2	
March.....	1,597	805	220	102	3	
April.....	2,246	688	125	200		
May.....	2,008	603	133	222		
June.....	1,822	211	88	108		
July.....	722	144	79	79		
August.....	731	37	30	27		
Total.....	36,695	7,394	3,745	2,986	12	2

CARS Inspected over C.N.R. Billed Duluth, Minn.

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	Wheat.	Oats.	Barley.	Flax.	Screenings.
September.....	3	15	48	7
October.....	190	433	183	1	1
November.....	334	486	50	13	2
December.....	333	248	19	.....	2
January.....	165	95	8	27	.....
February.....	53	24	2	26	1
March.....	91	7	2	118	.....
April.....	169	6	.....	135	.....
May.....	129	.....	.....	94	1
June.....	178	.....	.....	65	.....
July.....	6	.....	.....	13	.....
August.....	1	.....	.....	3	.....
Total.....	1,652	1,314	312	692	14

CARS Inspected over C.N.R. Billed all Rail.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	.....	1	.....	.....	.....	.....
October.....	2	13	3	.....	.....	2
November.....	27	9	.....	.....	.....	2
December.....	8	213	45	3	.....	2
January.....	4	14	18	1	.....	2
February.....	6	12	.....	2	.....	1
March.....	10	17	1	1	.....	.....
April.....	2	15	1	.....	.....	.....
May.....	.....	10	1	.....	.....	.....
June.....	.....	3	.....	.....	.....	.....
July.....	.....	3	.....	.....	.....	.....
August.....	.....	1	.....	.....	.....	.....
Total.....	59	311	69	7	.....	7

Cars Inspected over G.T.P. Ry. Billed Winnipeg.

SESSIONAL PAPER No. 10d

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	19	4	16	..	..	..
October.....	44	13	10	..	..	..
November.....	34	44	10	2	..	..
December.....	2	20	6	7	..	..
January.....	3	10	5	1	..	..
February.....	2	5	1	..	..	..
March.....	18	36	8	..	..	..
April.....	5	7	4	..	..	..
May.....	28	7	1	..	..	..
June.....	32	2	3	..	..	..
July.....	6	8	..	..	..	..
August.....	2	5	..	..	..	..
	195	161	64	10	..	..

CARS Inspected over G.T.P. Ry. Billed Fort William.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	1,523	240	129	26	.....	3
October.....	4,278	977	196	165	2	1
November.....	3,843	1,341	151	351	.....	.....
December.....	1,679	916	91	300	.....	.....
January.....	254	143	33	88	.....	.....
February.....	135	84	7	22	.....	.....
March.....	605	329	32	52	.....	1
April.....	806	376	27	76	.....	.....
May.....	688	324	23	64	.....	.....
June.....	471	117	14	43	.....	.....
July.....	120	49	10	12	.....	.....
August.....	164	10	5	7	.....	.....
Total.....	14,566	4,906	718	1,206	2	5

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....						
October.....						
November.....	1	2				
December.....						
January.....						
February.....						
March.....				2		
April.....						
May.....				1		
June.....						
July.....						
August.....						
Total.....	1	2		3		

CARS Inspected over G.T.P. Ry. Billed all rail.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....						
October.....	3					
November.....		1				
December.....		26				
January.....		2	1			
February.....		6				
March.....		24				
April.....						
May.....						
June.....						
July.....	1					
August.....						
Total.....	4	59	1			

SESSIONAL PAPER No. 10d

CARS Inspected at Calgary. Billed Calgary.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.	41	139	114			
October.....	194	140	241		2	
November.....	255	73	243	1	4	
December.....	270	107	95	2	17	
January.....	203	83	50	1	5	
February.....	152	61	43		1	
March.....	127	130	44	2		
April.....	100	55	50	1	3	
May.....	184	164	17	4		
June.....	188	132	23	1	2	
July.....	99	100	18	3		
August.....	104	109	45	3	1	
Total.....	1,917	1,293	983	18	35	

CARS Inspected at Calgary. Billed East.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	8	18	11	1		
October.....	14	50	9			
November.....	37	57	34	1	2	
December.....	6	41	11	1	1	
January.....	8	12	1			
February.....	9	11	6	1		
March.....	10	8	3			
April.....	14	1	2	2		
May.....	4			1		
June.....	1	13		2		
July.....	10	2	1	2		1
August.....	1	20	1	1		1
Total.....	122	233	79	12	3	2

SESSIONAL PAPER No. 10d

CARS Inspected at Calgary. Billed West.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.
September.....	35	79	6	.....	.....	.....
October.....	89	56	4	.....	2	.....
November.....	101	40	7	.....	5	.....
December.....	110	92	16	1	6	.....
January.....	87	85	9	.....	10	.....
February.....	40	65	5	.....	2	.....
March.....	58	154	6	.....	.....	.....
April.....	86	56	4	.....	2	.....
May.....	50	76	3	.....	3	.....
June.....	44	55	2	.....	1	.....
July.....	69	95	2	.....	.....	.....
August.....	54	39	5	.....	.....	.....
Total.....	823	892	69	1	31	.....

STATEMENT of Cars Surveyed September 1st, 1913, to August 31st, 1914.

AT CALGARY.

Total cars inspected.	No. cars surveyed.	No. Cars grades changed.	No. Cars grades left.
6,513	51	18	33

AT WINNIPEG.

Total cars inspected.	No. cars surveyed.	No. cars grades changed.	No. cars graded left.
190,219	180	29	151

SESSIONAL PAPER No. 10d

STATEMENT showing Reinspections, Year 1913 to 1914.

C.P.R.

	Total Cars Inspected.	Number of Reinspec- tions.	Changes Made.
1913.			
September.....	17,536	176	25
October.....	28,023	251	42
November.....	26,203	330	65
December.....	11,285	154	35
1914.			
January.....	2,919	53	13
February.....	2,064	26	7
March.....	4,696	57	12
April.....	5,453	63	11
May.....	4,266	52	11
June.....	5,346	52	9
July.....	4,259	28	7
August.....	2,520	18	5
Total.....	114,570	1,260	242

C.N.R.

1913.			
September.....	8,447	214	12
October.....	11,910	369	30
November.....	10,837	284	37
December.....	9,676	338	54
1914.			
January.....	2,121	135	19
February.....	1,225	126	10
March.....	3,611	144	16
April.....	3,827	125	23
May.....	3,517	94	11
June.....	2,656	67	8
July.....	1,331	19	3
August.....	1,101	30	4
Total.....	60,259	1,945	227

G.T.P.

1913.			
September.....	1,960	21	2
October.....	5,689	73	7
November.....	5,780	63	8
December.....	3,047	74	6
1914.			
January.....	540	26	4
February.....	262	6	2
March.....	1,107	24	5
April.....	1,301	24	2
May.....	1,136	6	1
June.....	682	7	2
July.....	206	1	
August.....	193	6	
Total.....	21,903	331	39
Total all roads.....	196,732	3,536	508
Percentage of changes on total inspections.....			.25821

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5 GEORGE V., A. 1915

STATEMENT showing the receipts of the different kinds of Grain at the Eastern
1..Elevators owned nad operated
(A.) Through the Department

Location.	Capacity.	Grain.	September.	October.	November.	December.
Port Colborne	750,000	Wheat.....	1,525,487	4,479,353	2,409,583	488,792
		Oats.....	65,412	295,704	360,702	192,391
		Barley.....	41,011	107,054		
		Flax.....	95,516		60,575	
Total..			1,727,426	4,882,111	2,830,860	681,183
Halifax	475,000	Wheat.....		56,000	288,187	223,121
		Oats.....				
		Barley.....				
		Flax.....	13,799	15,589	58,791	20,010
Total			13,799	71,589	346,978	243,131
St. John	475,000	Wheat.....	4,598	19,985		502,733
		Oats.....				
		Barley.....				
		Flax.....	72,649			50,293
Total.....			77,247	19,985		553,026
Total 1. (a)	1,700,000		1,818,472	4,973,685	3,177,838	1,477,340

(b) By the Board of

Montreal (1)	2,500,000	Wheat...	167,683	2,277,949	1,351,158	
		Oats.....		9,490	56,731	
		Barley.....	132,956	438,084	116,540	
		Flax...	331,420	64,698	21,266	
Total.....			632,059	2,790,221	1,545,695	
Montreal (2)	2,500,000	Wheat.....	421,453	2,596,941	986,578	32,340
		Oats.....	626,410	668,309	957,135	134,010
		Barley.....	152,913	315,473	158,324	124,700
		Flax.....	476,421	88,939	70,497	
Total.....			1,677,197	3,669,662	2,172,534	291,050
Quebec.....	1,000,000	Wheat.....				
		Oats.....				
		Barley.....				
		Flax.....				
Total.....						
Total 1. (b.)	6,000,000		2,309,256	6,459,883	3,718,229	291,050

2. BY RAILWAY

Port McNicoll.....	4,200,000	Wheat.....	159,703	2,663,449	3,136,951	681,149
		Oats.....	369,725	298,883	891,494	29,995
		Barley.....		155,421	382,089	
		Flax.....		45,001	23,580	14,659
Total.....			529,428	3,162,754	4,434,114	725,803
Tiffin.....	2,000,000	Wheat.....		2,786,677	1,108,283	556,922
		Oats.....		929,342	439,219	
		Barley.....			445,939	
		Flax...			85,210	
Total.....				3,176,109	2,078,651	556,922

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Public Elevators from September 1st, 1913, to August 31st, 1914.

by the Government.

of Railways and Canals.

January.	February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
				4,338,238 1,254,547 384,056	2,596,236 952,666 235,713	1,438,274 469,656 46,794	86,369 88,438	17,362,332 3,679,516 814,628 156,091
				5,976,841	3,784,615	1,954,724	174,807	22,012,567
401,186	98,038	231,472	8,811			399		1,307,214
								108,189
401,186	98,038	231,472	8,811			399		1,405,403
192,098 25,001		21,677	31,050	127,681	96,621 41,642	72,797 16,628		1,069,240 83,271
								122,942
217,099		21,677	31,050	127,681	138,263	89,425		1,275,453
618,285	98,038	253,149	39,861	6,104,522	3,922,878	2,044,548	174,807	24,693,423

Harbour Commissioners.

				3,569,783 370,758 534,743	2,027,556 1,001,355 707,857 25,322	2,649,047 445,655 214,628 56,900	198,167 7,013 9,045	12,241,343 1,891,002 2,153,853 499,606
				4,475,284	3,762,090	3,366,230	214,225	16,785,804
4,331 98,186 3,860	11,719 28,689 3,450	17,280 33,368 3,219	4,770 28,343	2,745,255 1,862,422 293,229 25,266	1,570,161 1,437,796 271,861 91,112	1,642,849 885,572 357,026 32,730	406,734 80,696 159,672	10,440,411 6,840,936 1,843,727 784,965
106,377	43,858	53,867	33,113	4,926,172	3,370,930	2,918,177	647,102	19,910,039
						2,005 226,216		2,005 399,809
					173,593	228,221		401,814
106,377	43,858	53,867	33,113	9,401,456	7,306,613	6,512,628	861,327	37,097,657
COMPAN IES.								
	530,180			1,983,955 759,162	399,615 233,088	920,765 95,884 27,172 19,977	279,566 50,934 17,249	10,755,333 2,729,165 581,931 229,655
	530,180	101,449		2,768,106	632,703	1,063,798	347,749	14,296,084
34,200 29,496 28,284	185,588 102,619			1,984,403 449,124	187,613 862,841	175,722	50,066 135,850	7,069,474 2,948,491 474,223 85,210
91,980	288,207			2,433,527	1,050,454	175,722	185,916	10,577,398

5 GEORGE V., A. 1915

STATEMENT showing the receipts of the different kinds of Grain at th Eastern Public

Location.	Capacity.	Grain.	September.	October.	November.	December.
West St. John.....	1,800,000	Wheat.....		352,948	559,965	1,359,329
		Oats.....				6,987
		Barley.....				
		Flax.....				
Total.....				352,948	559,965	1,366,316
Depot Harbour.....	1,750,000	Wheat.....	116,141	302,603	951,676	205,310
		Oats.....	138,589	203,717	325,927	
		Barley.....		35,800	178,841	231,611
		Flax.....				
Total.....			254,730	542,120	1,456,444	436,921
Total 2.....	9,750,000		784,158	7,773,841	529,174	3,085,962
3. OWNED BY RAILWAYS AND						
Collingwood.....	140,000	Wheat.....		50,050		343,318
		Oats.....				
		Barley.....				
		Flax.....				
Total 3.....	140,000			50,050		343,318
4. OWNED AND OPERATED BY						
Tiffin (Aberdeen).....	900,000	Wheat.....		225,570	761,282	303,901
		Oats.....		662,864		445,297
		Barley.....				
		Flax.....				
Total.....				888,434	761,282	749,198
Goderich.....	1,000,000	Wheat.....	364,909	1,045,471	703,898	349,395
(G.E. & T. Co.)		Oats.....	311,278	378,964	67,228	55,695
		Barley.....		31,761		
		Flax.....	71,416	75,576	70,534	
Total.....			747,603	1,531,772	841,660	405,090
Goderich.....	710,000	Wheat.....	133,879	672,851	380,206	54,023
(W.C.F.M. Co.)		Oats.....				
		Barley.....				
		Flax.....				
Total.....			133,879	672,851	380,206	54,023
Midland.....	1,000,000	Wheat.....		60,953	331,532	
		Oats.....				
		Barley.....				
		Flax.....				
Total.....				60,953	331,532	
Kingston.....	230,000	Wheat.....	998	224,064	46,729	74,486
(J. R. & Sons).		Oats.....		89,069	31,124	78,033
		Barley.....		76,944	19,156	
		Flax.....				
Total.....			998	390,077	97,009	152,519

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Elevators by months and for the Crop Year ending August 31, 1914.—Continued.

January.	February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1,466,630	533,331	1,131,215	417,863				58,641	5,879,982
208,370	53,435	47,516						6,987
								309,321
1,675,060	586,766	1,178,731	417,863				58,641	6,196,290
112,352								1,688,082
159,500	143,000	896,635	197,553	738,260	823,263			3,626,444
								446,252
271,852	143,000	896,635	197,553	738,260	823,263			5,760,778
2,038,892	1,548,153	2,176,815	615,416	5,939,893	2,506,420	1,239,520	592,306	36,830,550
LEASED TO OTHER COMPANIES.								
149,938					46	40,019		433,433
								149,938
149,938					46	40,019		583,371
COMPANIES THAT DEAL IN GRAIN.								
110,116				595,046	42,376	62,677		2,100,968
115,869				960,669	465,863			2,650,562
					88,314			88,314
225,985				1,555,715	596,553	62,677		4,839,844
35,757			109,991	576,901	128,570	239,314	575,184	4,129,390
22,369				783,596	239,923		246,116	2,105,169
				61,453			28,097	121,311
				35,200			29,960	282,686
58,126			109,991	1,457,150	368,493	239,314	879,357	6,638,556
224,208	102,427			372,013	214,972	141,853	125,164	2,421,596
				38,142				38,142
224,208	102,427			410,155	214,972	141,853	125,164	2,459,738
				114,700	389,451			896,636
				114,700	389,451			886,636
10,187	1,683	2,654	997	128,521	58,226	37,606		586,151
50,936	3,862	6,355	18,807	122,263	170,750	58	395,130	966,387
				37,467	21,916			155,483
					1,366	34,106		35,472
61,123	5,545	9,009	19,804	288,251	252,258	71,770	395,130	1,743,493

5 GEORGE V., A. 1915

STATEMENT showing the receipts of the different kinds of Grain at th Eastern Public

Location.	Capacity.	Grain.	Septen ber.	October.	November.	December.
Port Colborne..... (M.L.M. Co.)	1,500,000	Wheat..... Oats..... Barley..... Flax.....	349,310	1,267,807	826,812	794,451
Total.....			349,310	1,267,807	826,812	794,451
Total 4.....	6,340,000		1,231,790	4,811,894	3,238,501	2,155,281

5. OWNED AND OPERATED BY COMPANIES

Kingston..... (M.T. Co.)	750,000	Wheat..... Oats..... Barley..... Flax.....	87,164 46,000 257,678 43,385	1,255,898 97,495 190,188 58,116	419,081 121,422 182,715	
Total.....			434,228	1,601,697	723,218	
Prescott.....	1,000,000	Wheat..... Oats..... Barley..... Flax.....		7,760	79,702	
Total.....				7,760	79,702	
Montreal..... (M.W. Co.)	2,400,000	Wheat..... Oats..... Barley..... Flax.....	424,751 5,725 132,866 985,820	1,002,947 20,528 262,612	256,066 452,755 18,500 196,841	35,881 24,992 854
Total.....			1,549,162	1,286,087	924,162	61,727
Total 5.....	4,150,000		1,983,390	2,895,544	1,727,082	61,727

SUM

Class.	All Grain.				
1. (a).....	1,700,000.....	1,818,472	4,973,685	3,177,838	1,477,340
1. (b).....	6,000,000.....	2,309,256	6,459,883	3,718,229	291,050
2.....	9,750,000.....	784,158	7,773,841	8,529,174	3,085,962
3.....	140,000.....		50,050		343,318
4.....	5,340,000.....	1,231,790	4,811,894	3,238,501	2,155,281
5.....	4,150,000.....	1,983,390	2,895,544	1,727,082	61,727
Grand Total...	27,080,000.....	8,127,066	26,964,897	20,390,824	7,414,678

SESSIONAL PAPER No. 10d

Elevators by months and for the Crop Year ending August 31, 1914.—*Concluded.*

January.	February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
68,968	111,502		374,315	993,077	1,235,848	1,404,970	1,121,117	8,548,177
				92,856	287,721	40,003	7,164	427,744
				342,120	94,212	87,976		523,308
				22,004				22,004
68,968	111,502		374,315	1,450,057	1,617,781	1,531,949	1,128,281	9,521,233
638,410	219,474	9,009	504,110	5,276,028	3,439,508	2,047,563	2,527,932	26,099,500.
THAT DO NOT DEAL IN GRAIN.								
				556,321	315,209	261,180	2,490	2,897,343
				300,730	169,738		221,332	956,717
			100,639	76,690	154,287			962,198
				48,995				150,496
			100,639	982,736	639,234	261,180	223,822	4,966,754
	1,332							88,794
	1,962							1,962
	3,294							90,756
			38	1,144,058	1,783,826	1,019,257	9,783	5,676,607
	2,000	9,742	13,177	104,384	564,344	569,621	172,635	1,939,903
3,959		828	345,661	41,487	203,245	33,937		781,337
			7,796		72,236	65,572	20,108	1,610,985
3,959	2,000	10,570	366,672	1,289,929	2,623,651	1,688,387	202,526	10,008,832
3,959	5,294	10,570	467,311	2,272,665	3,262,885	1,949,567	426,348	15,066,342

MARY.

618,285	98,038	253,149	39,861	6,104,522	3,922,878	2,044,548	174,807	24,693,423
106,377	43,858	53,867	33,113	9,401,456	7,306,613	6,512,628	861,327	37,097,657
2,038,892	1,548,153	2,176,815	615,416	5,939,893	2,506,420	1,239,520	592,306	36,830,550
149,938					46	40,019		583,371
638,410	219,474	9,009	504,110	5,276,028	3,439,508	2,047,563	2,527,932	26,099,500
3,959	5,294	10,570	467,311	2,272,665	2,362,885	1,949,567	426,348	15,066,342
3,555,861	1,914,817	2,503,410	1,659,811	28,994,564	20,438,350	13,833,845	4,582,720	140,380,843

5 GEORGE V., A. 1915

STATEMENT showing the Shipments, Lake and Rail, from the
1. Elevators owned and operated
(A.) Through the Department

Location.	Lake or Rail.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.
Port Colborne.....	Lake.....	1,502,700	4,874,815	2,106,171	94,228
	Rail.....	102,832	47,361	200,049	131,278
Total.....		1,605,532	4,922,176	2,306,220	225,506
Halifax.....	Lake.....	48,583	79,834	103,965	320,367
	Rail.....				
Total.....		48,583	79,834	103,965	320,367
St. John.....	Lake.....	134,114	18,895	1,000	228,150
	Rail.....				7,138
Total.....		134,114	18,895	1,000	235,288
Total 1. (a).....	Lake.....	1,685,397	4,973,634	2,211,136	642,745
	Rail.....	102,832	47,361	200,049	138,416
Total 1. (a)....		1,788,229	5,020,995	2,411,185	781,161

(b) By the Board of

Montreal (1).....	Lake.....	811,801	2,435,520	2,267,315	166,873
	Rail.....	1,200		10,000	
Total.....		813,001	2,435,520	2,277,315	166,873
Montreal (2).....	Lake.....	1,518,056	2,912,284	2,332,563	
	Rail.....	355,585	416,932	433,462	305,335
Total.....		1,873,641	3,329,216	2,766,025	305,335
Quebec.....	Lake.....				
	Rail.....				
Total.....					
Total 1 (b).....	Lake.....	2,329,857	5,347,804	4,599,878	166,873
	Rail.....	356,785	416,932	443,462	305,335
Total 1 (b)....		2,686,642	5,764,736	5,043,340	472,208

2. OWNED AND OPERATED

Port McNicoll.....	Lake.....				
	Rail.....	595,314	1,716,959	2,214,864	1,319,305
Total.....		595,314	1,716,959	2,214,864	1,319,305
Tiffin.....	Lake.....				
	Rail.....	636,255	1,877,888	2,020,699	1,123,107
Total.....		636,255	1,877,888	2,020,699	1,123,107
West St. John.....	Lake.....		20,000	247,000	745,906
	Rail.....	3,855		24	13
Total.....		3,855	20,000	247,024	745,919

SESSIONAL PAPER No. 10d

Public Elevators from September, 1913, to August 31, 1914.

by the Government.

of Railways and Canals.

January	February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
430,371	490,835	281,729	10,000 71,054	5,002,457 86,166	3,693,622 27,693	2,319,231 106,312	522,697 60,329	20,125,921 2,036,009
430,371	490,835	281,729	81,054	5,088,623	3,721,315	2,425,543	583,026	22,161,930
416,673	248,327	128,000	91,053	21,231	.....	399	.....	1,458,432
416,673	248,327	128,000	91,053	21,231	.....	399	.....	1,458,432
148,357 32,000	223,513	129,769	61,061	99,473	83,216	164,858	.....	1,292,496 39,138
180,357	223,513	129,769	61,061	99,473	83,216	164,858	.....	1,331,634
565,030 462,371	471,840 490,835	257,769 281,729	162,114 71,054	5,123,161 86,166	3,776,838 27,693	2,484,488 106,312	522,697 60,329	22,876,849 2,075,147
1,027,401	962,675	539,498	233,168	5,209,327	3,804,531	2,590,800	583,026	24,951,996

Harbour Commissioners.

.....	.....	.....	.....	2,741,323 10,000	3,587,996 44,170	4,317,992 11,064	938,366 8,662	17,267,186 85,096
.....	.....	.....	.....	2,751,323	3,632,166	4,329,056	947,028	17,352,282
290,150	153,885	169,795	177,341	2,770,738 511,265	3,233,544 462,374	2,820,356 526,790	1,120,463 370,766	16,708,004 4,173,680
290,150	153,885	169,795	177,341	3,282,003	3,695,918	3,347,146	1,491,229	20,881,684
.....	.....	.....	.....	.....	19,084	113,000	127,810	259,894
.....	.....	.....	.....	.....	19,084	113,000	127,810	259,894
290,150	153,885	169,795	177,341	5,512,061 521,265	6,821,540 525,628	7,138,348 650,854	2,058,829 507,238	33,975,190 4,518,670
290,150	153,885	169,795	177,341	6,033,316	7,347,168	7,789,202	2,566,067	38,493,860

BY RAILWAY COMPANIES.

1,225,972	896,647	1,416,177	378,857	1,802,494	1,369,668	895,699	630,814	14,462,770
1,225,972	896,647	1,416,177	378,857	1,802,494	1,369,668	895,699	630,814	14,462,770
831,225	371,410	602,436	195,219	1,567,394	691,816	125,000 853,162	536,493	125,000 11,307,074
831,225	371,410	602,436	195,219	1,567,394	691,816	978,162	536,493	11,432,074
1,419,494 5,356	1,155,366 1,618	906,153	1,510,571	126,172	.....	.....	56,000	6,186,662 10,866
1,424,850	1,156,984	906,153	1,510,571	126,172	.....	.....	56,000	6,197,528

5 GEORGE V., A. 1915

STATEMENT showing the Shipments, Lake and Rail, from the

Location.	Lake or Rail.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.
Depot Harbour.....	Lake.....	360,028	476,271	1,084,882	520,445
	Rail.....				
Total.....		360,028	476,271	1,084,882	520,445
Total (2).....	Lake.....		20,000	247,000	745,906
	Rail.....	1,595,452	4,071,118	5,320,469	2,962,870
Total (2).....		1,595,452	4,091,118	5,567,469	3,708,776

3. OWNED BY RAILWAYS AND

Collingwood.....	Lake.....				
	Rail.....		29,466	12,583	234,802
Total.....			29,466	12,583	234,802

4. OWNED AND OPERATED BY

Tiffin (Aberdeen).....	Lake.....				
	Rail.....	402,773	271,450	1,138,316	335,946
Total.....		402,773	271,450	1,138,316	335,946
Goderich (G.E. & T.Co.).....	Lake.....				
	Rail.....	834,344	1,326,707	884,407	369,902
Total.....		834,344	1,326,707	884,407	369,902
Goderich (W.C.F. M. Co.).....	Lake.....				
	Rail.....	161,371	368,370	329,370	175,733
Total.....		161,371	368,370	329,370	175,733
Midland.....	Lake.....				
	Rail.....	1,700	69,953	34,280	129,657
Total.....		1,700	69,953	34,280	129,657
Kingston (J.R. & Sons).....	Lake.....	1,528	251,964	29,745	
	Rail.....	48,032	85,968	110,205	37,515
Total.....		49,560	337,932	139,950	37,515
Port Colborne (M.L.M. Co.).....	Lake.....				
	Rail.....	333,919	606,840	793,937	410,984
Total.....		333,919	606,840	793,937	410,984
Total.....	Lake.....	1,528	251,964	29,745	
	Rail.....	1,782,139	2,729,288	3,290,515	1,459,737
Total (4).....		1,783,667	2,981,252	3,320,200	1,459,737

5. OWNED AND OPERATED BY

Kingston (M.T. Co.).....	Lake.....	504,149	1,601,697	652,718	
	Rail.....				2,500
Total.....		504,149	1,601,697	652,718	2,500
Prescott.....	Lake.....			87,462	
	Rail.....				
Total.....				87,462	

Public Elevators from September 1, 1913, to August 31, 1914.—Continued.

January	February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
335,482	182,405	571,062	446,001	483,621	114,155	1,376,650	269,817	6,220,819
335,482	182,405	571,062	446,001	483,621	114,155	1,376,650	269,817	6,220,819
1,419,494	1,155,366	906,153	1,510,571	126,172	.....	125,000	56,000	6,311,662
2,398,035	1,452,080	2,589,675	1,020,077	3,853,509	2,175,639	3,125,511	1,437,124	32,001,529
3,817,529	2,607,446	3,495,828	2,530,648	3,979,681	2,175,639	3,250,511	1,493,124	38,313,191

LEASED TO OTHER COMPANIES.

196,441	32,575	21,355	6,666	5,476	4,046	12,000	21,019	576,429
196,441	32,575	21,355	6,666	5,476	4,046	12,000	21,019	576,429

COMPANIES THAT DEAL IN GRAIN.

236,858	165,619	397,990	174,063	852,978	497,522	757,337	126,727	5,357,579
236,858	165,619	397,990	174,063	852,978	497,522	757,337	126,727	5,357,579
147,042	184,659	269,265	390,081	936,524	570,452	478,012	785,050	7,176,445
147,042	184,659	269,265	390,081	936,524	570,452	478,012	785,050	7,176,445
304,156	224,056	175,700	187,956	263,206	187,018	185,702	222,027	2,784,665
304,156	224,056	175,700	187,956	263,206	187,018	185,702	222,027	2,784,665
19,000	146,786	4,666	3,788	116,333	.....	389,451	.....	915,614
19,000	146,786	4,666	3,788	116,333	.....	389,451	.....	915,614
127,443	47,332	50,699	24,218	92,743 130,385	73,508 102,416	70,331 93,510	336,587 52,414	856,406 910,137
127,443	47,332	50,699	24,218	223,128	175,924	163,841	389,001	1,766,543
340,270	327,349	368,117	330,365	970,126 519,632	711,426 416,901	1,375,122 512,383	361,487 578,731	3,418,161 5,539,428
340,270	327,349	368,117	330,365	1,489,758	1,128,327	1,887,505	940,218	8,957,589
1,174,769	1,095,801	1,266,437	1,110,471	1,062,869 2,819,058	784,934 1,774,309	1,445,453 2,416,395	698,074 1,764,949	4,274,567 22,683,868
1,174,769	1,095,801	1,266,437	1,110,471	3,881,927	2,559,243	3,861,848	2,463,023	26,958,435

COMPANIES THAT DO NOT DEAL IN GRAIN.

.....	.....	.....	1,072,895	456,684	413,729	143,343	4,845,215
.....	4,000	.....	6,084	.....	98,397	.....	110,981
.....	4,000	.....	6,084	1,072,895	456,684	512,126	143,343
.....	4,000	.....	6,084	1,072,895	456,684	512,126	143,343
.....	.....	.....	.....	.....	.....	.....	87,462
.....	3,294	.....	.....	.....	.....	.....	3,294
.....	3,294	.....	.....	.....	.....	.....	90,756

STATEMENT showing the Shipments, Lake and Rail, from the

Location.	Lake or Rail.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.
Montreal (M.W. Co.).....	Lake	1,760,391	1,481,562	432,819	.....
	Rail.....	1,000	.....	164,647	229,954
Total.....		1,761,391	1,481,562	597,466	229,954
Total.....	Lake.....	2,264,540	3,083,259	1,172,999	.....
	Rail.....	1,000	.....	164,647	232,454
Total '5.....		2,265,540	3,083,259	1,337,646	232,454
					SUM

CLASS.					
1. (a).....	Lake.....	1,685,397	4,973,634	2,211,136	642,745
	Rail.....	102,832	47,361	200,049	138,416
Total.....		1,788,229	5,020,995	2,411,185	781,161
1. (b).....	Lake.....	2,329,857	5,347,804	4,599,878	166,873
	Rail.....	356,785	416,932	443,462	305,335
Total.....		2,686,642	5,764,736	5,043,340	472,208
2.....	Lake.....	.....	20,000	247,000	745,906
	Rail.....	1,595,452	4,071,118	5,320,469	2,962,870
Total.....		1,595,452	4,091,118	5,567,469	3,708,776
3.....	Lake.....	.....	.....	.....	.....
	Rail.....	.....	29,466	12,583	234,802
Total.....		.....	29,466	12,583	234,802
4.....	Lake.....	1,528	251,964	29,745	.....
	Rail.....	1,782,139	2,729,288	3,290,515	1,459,737
Total.....		1,783,667	2,981,252	3,320,200	1,459,737
5.....	Lake.....	2,264,540	3,083,259	1,172,999	.....
	Rail.....	1,000	.....	164,647	232,454
Total.....		2,265,540	3,083,259	1,337,646	232,454
Total.....	Lake.....	6,281,322	13,676,661	8,260,758	1,555,524
Total.....	Rail.....	3,838,208	7,294,165	9,431,725	5,333,614
Grand Total.....		10,119,530	20,970,826	17,692,483	6,889,138

SESSIONAL PAPER No. 10d

Ppblc Elevators from September 1, 1913, to August 31, 1914.—Continued.

January	February.	March.	April.	May.	June.	July.	August.	Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
130,042	89,866	59,874	98,310	1,001,637	923,256 1,481,268	2,187,666	557,653	4,598,028 6,001,917
130,042	89,866	59,874	98,310	1,001,637	2,404,524	2,187,666	557,653	10,599,945
130,042	97,160	59,874	104,394	1,072,895 1,001,637	1,379,940 1,481,268	413,729 2,286,063	143,343 557,653	9,530,705 6,116,192
130,042	97,160	59,874	104,394	2,074,532	2,861,208	2,699,792	700,996	15,646,897

MARY.

565,030 462,371	471,840 490,835	257,769 281,729	162,114 71,054	5,123,161 86,166	3,776,838 27,693	2,484,488 106,312	522,697 60,329	22,876,849 2,075,147
1,027,401	962,675	539,498	233,168	5,209,327	3,804,531	2,590,800	583,026	24,951,990
290,150	153,885	169,795	177,341	5,512,061 521,265	6,821,540 525,628	7,138,348 650,854	2,058,829 507,238	33,975,190 4,518,670
290,150	153,885	169,795	177,341	6,033,326	7,347,168	7,789,202	2,566,067	38,493,860
1,419,494 2,398,035	1,155,366 1,452,080	906,153 2,589,675	1,510,571 1,020,077	126,172 3,853,509	2,175,639	125,000 3,125,511	56,000 1,437,124	6,311,662 32,001,529
3,817,529	2,607,446	3,495,828	2,530,648	3,979,681	2,175,639	3,250,511	1,493,124	38,313,191
196,441	32,575	21,355	6,666	5,476	4,046	12,000	21,019	576,429
196,441	32,575	21,355	6,666	5,476	4,046	12,000	21,019	576,429
1,174,769	1,095,801	1,266,437	1,110,471	1,062,869 2,819,058	784,934 1,774,309	1,445,453 2,416,395	698,074 1,764,949	4,274,567 22,683,868
1,174,769	1,095,801	1,266,437	1,110,471	3,881,927	2,559,243	3,861,848	2,463,023	26,958,435
130,042	97,160	59,874	104,394	1,072,895 1,001,637	1,379,940 1,481,268	413,729 2,286,063	143,343 557,653	9,530,705 6,116,192
130,042	97,160	59,874	104,394	2,074,532	2,861,208	2,699,792	700,996	15,646,897
1,984,524 4,651,808	1,627,206 3,322,336	1,163,922 4,388,865	1,672,685 2,490,003	12,897,158 8,287,111	12,763,252 5,988,583	11,607,018 8,597,135	3,478,943 4,348,312	76,968,973 67,971,835
6,636,332	4,949,542	5,552,787	4,162,688	21,184,269	18,751,835	20,204,153	7,827,255	144,940,808

5. GEORGE V., A. 1915

Receipts by Grade at the Terminal Elevators at Fort William

Grade.	C. P. R.	Consolidated.	Dom. Govt.	Eastern.	Empire.
WHEAT.					
1 Hard.....	255,337.00	117,417.30	26,345.10	9,676.20	100,418.30
1 Northern.....	13,247,693.00	7,751,460.10	2,376,705.20	649,486.40	9,179,796.10
2 ".....	4,312,880.40	2,376,837.20	1,465,010.30	290,277.00	4,596,341.20
No. 4.....	83,259.10	53,771.30	85,636.30	21,180.00	180,826.10
3 Northern.....	748,926.50	456,174.50	461,381.20	71,326.40	1,477,211.10
No. 5.....	15,670.40	5,834.40	17,868.00	247.00	54,587.10
No. 6.....	6,043.20	762.20	10,147.10	1,060.00	19,926.20
Feed.....	133.50	1,105.10	201.50		6,000.00
Rej. 1 Nor.....	413,256.10	262,374.30	124,342.00	145,752.50	651,195.10
" 2 ".....	107,683.10	44,588.00	81,551.40	71,143.10	280,974.40
" 3 ".....	15,595.00	812.20	10,158.50	7,260.40	54,642.40
" No. 4.....	985.40	1,690.00	4,041.50		92.00
" Sundries.....					
" 1 N. Mxd. Htd.....	1,138.00	4,988.50	1,539.20	1,091.20	1,035.30
" 2 " ".....	3,813.20	2,869.00	6,008.20	3,551.20	
" 3 " ".....	7,269.10		2,880.50		1,587.20
" No. 4 Mxd. Htd.....	796.00		131.40		1,329.10
" No. 5 " ".....				1,150.20	
" No. 6 " ".....			1,225.40		
" Feed " ".....					
Smutty 1 Nor.....	246,770.30	192,940.00	106,140.50	271,248.00	194,828.10
" 2.....	139,623.40	118,347.00	108,357.50	285,102.20	179,642.40
" 3.....	39,518.40	41,167.40	53,158.00	81,973.00	63,558.30
" No. 4.....	2,402.40	7,712.40	8,564.30	31,993.30	13,594.40
" Sundries.....	4,055.30	1,593.40	6,562.50	10,848.10	3,195.50
Tough 1 Nor.....	1,512.20	34,006.50	93,922.30	17,807.40	32,241.40
" 2 ".....	981.50	36,907.20	80,450.50	3,922.00	34,910.00
" 3 ".....		7,826.40	31,813.40	8,809.50	15,268.10
" No. 4.....	1,198.40	2,591.40	22,404.30	2,724.10	5,926.20
" No. 5.....			4,171.10		1,799.00
" No. 6.....			4,199.40		
" Feed.....		21.50	344.20		
Dried 1 Nor.....			1,284.00		
" 2 ".....			1,151.40		
Cond. No. 1.....			422.10		
" " 2.....			1,980.00		838.20
No. Est. Grade.....	1,116.10		989.00		
Sundries.....	34,442.10	22,765.40	58,692.40	61,368.50	27,906.00
Goose Wheat.....	1,183.10		361.30		2,031.00
WINTER WHEAT.					
1 A.R.W.....	17,075.40	1,069.50	5,305.10		1,390.10
2 ".....	324,396.30	22,617.00	26,208.50	6,372.30	22,338.10
3 ".....	146,494.40	9,211.00	11,429.30	2,994.40	23,393.30
4 R.W.....	2,477.40	2,594.50	41.20		5,010.20
Rej. 1 A. R. W.....					
" 2 ".....	2,437.00			990.30	
" 3 ".....	1,006.00				
" 2 A. R. W. Mxd. Htd.....				1,071.50	
" 3 " " ".....					
Smutty 1ARW.....				195.00	
Totals.....	20,187,179.50	11,582.659.50	5,303,132.30	2,060,625.20	17,233,835.50
OATS.					
1 C. W.....	12,676.06	8,553.08	3,715.40	20,613.18	3,300.00
2 C. W.....	1,512,895.10	1,951,092.21	630,196.50	1,826,620.08	3,907,635.28
3 C. W.....	449,414.22	890,331.12	518,367.32	825,316.08	1,617,463.18
Ex. 1 Feed.....	34,361.26	26,560.30	18,592.02	51,207.02	94,385.30
1 Feed.....	9,601.10	4,488.08	5,783.18	20,766.16	20,168.18
2 Feed.....	194,299.16	268,927.09	175,674.26	311,190.00	636,012.50
Rejected.....		54,996.26	13,850.00	38,219.04	67,352.01
Rej. Mxd. Htd.....	69,974.24		3,712.12	32,260.10	
Condemned.....	1,952.32				
No. 1 Mixed.....				1,250.30	

SESSIONAL PAPER No. 10d

and Port Arthur for the Crop Year 1913 14.

Fort William.	G. T. P.	Grain Growers.	Horn's.	Ogilvie's.	Port Arthur.	Western.	Total.
28,996.50	65,358.50	139,502.50		107,456.00	43,724.50	84,768.30	979,002.20
2,680,594.40	9,340,767.40	8,874,220.10	400,932.30	5,535,711.00	10,979,328.40	5,151,983.40	76,168,679.40
1,422,756.20	3,987,772.40	2,891,484.10	212,606.30	2,293,462.00	9,200,873.30	1,565,379.20	34,615,687.20
61,901.00	169,372.30	78,542.10	24,455.10	30,775.00	398,178.20	32,534.40	1,220,432.10
247,051.00	1,032,296.30	535,085.50	77,503.20	207,833.40	2,876,222.10	341,939.40	8,532,953.00
10,948.40	35,200.30	12,923.10	2,374.50	4,182.00	130,822.10	2,386.20	293,045.10
3,106.00	14,134.40	5,202.30	1,485.30	5,997.20	41,724.20	203.10	109,792.40
1,893.00	6,957.00	733.00	6,741.00	5,749.30	2,805.40	352.00	32,672.00
28,751.00	180,702.00	248,284.20	12,871.00	193,053.40	791,382.20	15,837.00	3,067,802.00
10,477.10	68,293.10	97,624.10	6,006.00	39,680.20	554,620.20	2,324.00	1,364,965.50
3,132.00	11,283.20	11,423.40	2,002.00		123,232.10	66.50	239,609.30
	1,342.50		596.00	72.20	4,573.00		13,393.40
				14,120.10			14,120.10
3,786.10	946.10	1,406.40	2,863.10		3,545.40	1,498.50	23,839.40
	4,368.50	3,309.50	5,405.00		11,531.50	377.40	41,235.10
1,635.20	1,897.40	1,056.30	5,561.00		18,181.50	66.50	40,136.30
1,036.40	7.10		8,839.40	1,208.40	1,412.50		14,761.50
	47.50		969.20	2,065.30	3,044.20		7,277.20
			495.30	3,250.50	1,608.50		6,580.50
	1,135.40			1,013.20	469.10		2,618.10
111,920.00	213,933.00		18,789.10	30,336.40	265,983.50	21,165.20	1,674,055.30
131,333.10	181,562.50	1,379.00	23,255.00	38,728.00	385,806.10	42,506.30	1,635,644.10
40,413.50	65,234.50		9,673.30	30.20	183,588.30	19,104.00	597,420.50
9,433.00	9,918.20		521.20		39,588.30		123,729.10
1,072.30	3,205.20		213.50		17,158.30		47,906.10
3,264.50	29,599.10	1,064.50	6,704.00	54,123.10	34,008.00		308,255.00
14,891.40	20,641.20			60,119.40	47,745.50	2,322.30	302,893.00
3,994.00	13,267.50	218.30	1,365.20	6,164.10	24,917.50		113,646.00
110.20	2,882.20	1,825.00		142.00	11,053.40	49.40	50,908.20
	1,382.50			187.00	4,867.00	37.40	12,444.40
	299.50	2,042.40			1,130.00		7,672.10
	99.20			642.40	992.40		2,100.50
			6,412.20				7,696.20
			9,073.50				10,225.30
			2,214.30		815.10		3,451.50
	295.20	1,097.00	7,529.00		1,258.00		12,997.40
		2,396.50					4,502.00
5,743.10	27,186.40	1,369.30	5,664.20		114,403.50		359,542.50
							33,575.40
16,356.20		8,180.50					49,378.00
112,482.50	2,338.40	85,934.20	760.10			5,195.00	608,644.00
52,785.20	1,156.30	32,298.50	2,693.50	4,849.00	3,703.10		291,010.00
2,988.40		4,196.30	171.20				17,480.40
1,390.40							1,390.40
2,085.00							5,512.30
							1,006.00
							1,071.50
					108.10		108.10
							195.00
5,016,331.10	15,494,889.10	13,042,802.50	866,749.00	8,640,954.00	26,324,410.50	7,289,999.10	133,043,069.30
4,880.00	71,652.22	6,491.26		2,001.16	9,978.18	2,485.20	146,349.04
1,545,073.08	5,499,021.10	1,856,614.00	111,918.09	440,396.20	4,215,985.00	661,216.18	24,158,666.12
727,988.30	2,369,066.12	668,923.12	66,669.06	248,729.04	2,840,723.28	250,398.02	11,473,392.16
80,785.20	83,022.26	17,090.10		442.12	140,103.28	5,063.20	551,616.02
14,222.22	64,852.22	12,439.14	597.08	8,420.30	92,636.06	5,276.16	259,253.18
204,227.32	531,144.16	181,882.16	15,644.22	198,894.09	533,766.26	109,121.30	3,360,787.14
25,549.24	65,623.24	56,360.10	6,917.30	229.04	63,984.14	6,675.10	399,758.11
20,497.02	44,364.12	3,579.04	12,373.30				186,764.26
1,647.12	13.24	7,162.32	6,052.08		3,533.06		20,362.12
							1,250.30

5 GEORGE V., A. 1915

RECEIPTS by Grade at the Terminal Elevators at Fort William

Grade.	C. P. R.	Consolidated.	Dom. Govt.	Eastern.	Empire.
OATS.—Continued.					
Tough 1 C.W.....			3,595.00		
“ 2 “	2,182.32	43,060.07	67,660.00	126,656.01	6,928.28
“ 3 “	2,935.00	35,295.18	48,554.20	52,158.00	12,469.24
“ Ex. 1 Feed.....					
“ 1 Feed.....					
“ 2 “		18,259.32	21,578.11	24,759.04	
Sundries.....	4,599.27	5,340.30	15,995.20	7,421.16	3,634.24
Totals.....	2,294,894.01	3,306,906.31	1,527,277.27	3,338,438.15	6,369,352.17
BARLEY.					
Ex. 3 C. W.....	4,930.10	3,969.38	641.42	7,224.38	1,371.42
3 C. W.....	568,711.22	177,040.42	182,830.31	412,192.25	1,001,041.14
4 C. W.....	356,187.22	279,127.44	198,578.18	246,117.14	701,601.14
Feed.....	16,568.46	22,141.42	8,573.36	10,516.50	83,994.06
Rejected.....	195,587.04	176,567.08	50,951.02	137,174.28	253,262.05
Condemned.....					
Tough.....		1,203.16	16,197.47	25,863.24	6,795.08
Sundries.....	7,396.39	3,192.04	6,153.18	842.34	4,889.12
Totals.....	1,149,381.47	663,243.02	463,927.02	845,932.21	2,052,955.05
FLAX.					
1 N. W. C.....	153,378.06	1,029,748.16	2,655,405.35		1,549,540.18
2 C. W.....	5,985.34	35,274.29	143,533.00		59,260.03
3 C. W.....	777.19	2,374.52	13,378.12		9,642.29
Condemned.....		4.43	1,063.29		814.48
Rejected.....					2,254.06
Tough.....			27,122.27		
Sundries.....		6,063.24		1,353.52	653.22
Rejected Sundries.....			39,449.04		
Totals.....	160,141.03	1,073,465.52	2,879,951.51	1,353.52	1,622,165.14
Mixed Grain..... (lb.)	3,450,520	1,469,090	7,874,010	4,445,780	3,638,500
Scalpgs..... (lb.)					
Rye..... (bus.)	2,558.02		981.04		445.10

SESSIONAL PAPER No. 10d

and Port Arthur for the Crop Year 1913-14.—Continued.

Fort William.	G. T. P.	Grain Growers.	Horn's.	Ogilvie's.	Port Arthur.	Western.	Total.
					1,834.14		5,429.14
29,012.16	93,823.05	3,335.27		750.20	89,692.22	1,008.16	464,111.04
17,000.08	28,198.18			3,728.28	40,477.02		240,817.16
					3,873.08		3,873.08
	1,923.18	1,966.26			404.24		4,295.00
3,891.26	5,657.32			1,835.20	8,943.16		84,926.05
11,198.18	13,282.06			4,466.06	23,699.04		89,638.15
2,685,975.14	8,871,650.09	2,815,846.07	220,173.11	909,894.33	8,069,636.12	1,041,245.30	41,451,292.03
	15,922.38		552.34	1,311.22	10,246.42		46,172.18
106,329.20	502,138.04	364,511.36	29,750.34	75,411.18	1,923,832.02	377.44	5,344,168.04
77,116.22	273,746.14	300,006.44	16,889.29	83,352.44	854,931.44	305.10	3,387,961.31
6,361.42	16,873.44	27,626.42	1,423.06	3,234.38	70,297.24		1,273,613.40
44,599.18	91,906.32	157,203.10	6,073.40	51,051.22	330,933.18	25.20	1,495,335.15
			1,566.32		460.20		2,027.04
	5,082.04		5,119.30		22,437.24		82,699.09
	2,648.46				9,214.28		34,337.37
234,407.06	908,318.38	849,348.36	61,376.13	214,362.00	3,222,354.10	708.26	10,666,315.14
846,081.32	1,166,892.50		873,190.39		2,107,382.22	1,320,292.07	11,701,912.01
21,516.33	47,363.38		55,902.34		88,888.27	18,115.52	475,840.26
4,853.22	9,015.36		4,596.12		21,032.19	229.12	65,899.45
	585.05		3,399.27		1,810.52		7,678.36
							2,254.06
					29,137.06		56,259.33
13,179.51	21,749.50		18,645.07		14,512.04	53.14	76,211.00
							39,449.04
885,631.26	1,245,607.11		955,734.07		2,262,763.18	1,338,690.29	12,425,504.39
771,530	4,398,210	2,834,910	1,584,960	635,820	10,419,040	132,070	41,654,440
	132,480						132,480
1,709.46	4,219.16	1,020.20	27.50		2,071.04		13,032.40

5 GEORGE V., A. 1915

Shipments by Grade from the Terminal Elevators at Fort William

Grade.	C. P. R.	Consolidated.	Dom. Govt.	Eastern.	Empire.
WHEAT.					
1 Hard.....	260,729·20	115,980·20	26,345·10	9,676·20	100,418·30
1 Nor.....	13,219,161·50	7,743,837·10	2,341,626·00	644,820·50	9,201,658·00
2 Nor.....	4,215,609·00	2,396,371·30	1,447,133·10	288,167·30	4,631,979·00
3 Nor.....	765,667·00	458,488·00	456,729·30	70,624·40	1,502,829·10
No. 4.....	89,774·00	53,513·30	87,190·50	20,675·10	196,774·20
No. 5.....	17,817·00	5,138·40	17,771·50	247·00	66,023·00
No. 6.....	5,265·20	762·20	10,314·10	1,060·00	31,350·30
Feed.....	2,148·30	2,262·10	201·50		10,299·00
Rej. 1 Nor.....	409,916·00	261,313·20	121,371·10	145,752·50	634,021·00
“ 2 “.....	111,447·40	44,176·10	79,928·20	71,143·10	275,534·50
“ 3 “.....	23,376·20	812·20	10,118·00	7,260·40	55,041·40
“ No. 4.....	2,433·10	2,005·50	4,915·50		439·10
“ Sundries.....		23,897·50			
“ 1 N. Mxd. Htd.....	2,068·00	3,906·40	961·00	1,091·20	1,035·50
“ 2 “.....	9,041·30	1,289·50	6,439·30	3,551·20	1,414·10
“ 3 “.....	13,407·00		2,838·00		7,772·30
“ No. 4 Mxd. Htd.....	8,748·20		131·40		2,422·10
“ No. 5.....				1,150·20	
“ No. 6.....	690·10		1,194·40		48·40
“ Feed.....					119·00
Smutty 1 Nor.....	250,925·00	191,325·00	102,986·00	271,138·30	189,824·10
“ 2 “.....	142,501·40	119,612·40	106,273·00	281,925·10	181,976·00
“ 3 “.....	40,815·50	41,080·50	54,232·30	81,973·00	63,851·30
“ No. 4.....	2,472·10	7,740·10	8,564·30	31,993·30	12,321·20
“ Sundries.....	9,788·20	647·30	6,615·10	8,809·10	3,940·50
Tough 1 Nor.....	1,512·20	34,267·20	92,572·20	17,780·40	32,153·20
“ 2 “.....	5,682·10	36,907·40	79,072·50	3,922·00	36,045·30
“ 3 “.....	2,630·40	7,826·40	31,823·20	8,809·50	17,373·00
“ No. 4.....	2,302·10	2,853·20	22,338·30	2,724·10	6,167·20
“ No. 5.....	1,562·00		4,171·20		1,799·00
“ No. 6.....	9·00		4,097·20		1,036·10
“ Feed.....	6,000·00	22·00	344·20		258·30
Dried 1 Nor.....			1,284·00		
“ 2 “.....					
Cond. No. 1.....			533·50		2,091·30
“ No. 2.....			1,885·20		686·40
No Est. Grade.....	1,116·10		989·00		
Goose.....	1,183·10		361·20		2,030·50
Sundries.....	120,549·30		44,718·20	59,538·20	26,376·10
WINTER WHEAT.					
1 A.R.W.....	17,075·40	1,069·50	5,305·10		1,390·10
2 “.....	324,397·30	23,651·30	26,208·50	6,372·30	24,043·00
3 “.....	146,494·40	10,250·40	11,429·30	945·40	24,493·30
4 R.W.....	5,588·40	2,798·30	41·20		6,299·30
5 “.....	1,106·10				
Rej. 1 A.R.W.....					
“ 2 “.....	3,928·40			990·30	
“ 3 “.....	1,005·00				
“ 1 “ Mxd. Htd.....	1,455·10				
“ 2 “.....				1,071·50	
“ 3 “.....	523·10				
Tough Winter.....	438·50				
Totals.....	20,248,363·50	11,593,809·20	5,221,058·30	2,043,216·00	17,353,338·30
OATS.					
1 C. W.....	20,691·31	8,553·08	3,715·40	20,538·28	3,240·30
2 C. W.....	1,537,319·10	2,043,158·28	640,237·13	1,828,704·25	4,263,586·06
3 C. W.....	439,245·18	902,652·08	518,268·31	826,350·10	1,626,602·02
Ex. 1 Feed.....	45,122·15	39,020·00	18,592·02	49,022·22	101,457·12
1 “.....	14,987·16	4,488·08	5,783·18	20,766·16	28,891·01
2 “.....	190,817·02	286,846·07	177,134·13	321,477·12	637,024·08
Rejected.....		54,996·26	13,850·10	39,702·06	64,209·12
Rej. Mxd. Heatd.....	94,979·16		3,712·12	32,761·22	

SESSIONAL PAPER No. 10d

and Port Arthur for the Crop Year 1913 14.

Fort William.	G. T. P.	Grain Growers.	Horn's.	Ogilvie's.	Port Arthur.	Western.	Total.
28,996.50	65,458.50	137,427.40		107,456.10	42,752.20	84,773.30	980,015.00
2,676,886.10	9,294,952.40	8,844,738.30	398,112.30	5,316,160.50	10,869,455.50	5,186,179.00	75,737,589.20
1,422,108.00	4,006,985.20	2,917,227.00	214,853.10	2,184,739.20	9,161,302.00	1,584,555.20	34,471,030.20
244,813.40	1,038,697.20	534,430.30	90,020.10	221,833.40	2,937,091.00	346,404.50	8,667,629.30
61,756.20	177,073.50	87,483.40	36,618.50	28,053.50	405,438.20	33,147.00	1,277,499.40
9,552.00	37,380.20	12,496.10	2,374.50	4,172.10	144,992.20	2,100.00	320,065.20
3,106.00	14,077.00	5,853.40	3,752.10	5,315.10	53,837.10	174.30	134,868.00
1,670.40	11,730.40	4,566.30	6,933.40	8,531.20	5,761.20	559.10	54,664.50
28,720.10	178,656.50	245,240.20	12,871.00	177,155.00	782,893.10	15,837.10	3,013,748.00
10,477.10	67,619.50	102,496.50	6,794.30	39,216.20	556,603.00	2,324.00	1,367,761.50
3,132.00	12,279.10	11,432.40	2,018.10		122,793.20	48.00	248,312.20
	1,342.50	138.20	374.40	72.20	8,650.40		20,372.50
							23,897.50
646.20		1,406.40	1,725.30		2,303.40	1,498.50	16,643.50
	5,318.20	2,301.50	6,588.50		12,582.50		48,528.10
1,635.20	2,584.30	3,317.10	13,158.40		26,656.00		71,369.10
1,036.40	6,044.40		15,580.30	1,208.40	4,332.30		39,505.10
	47.50		15,045.40	2,065.30	4,317.20		22,626.40
			1,649.30	3,250.50	2,512.00		9,345.50
	1,291.50	1,100.00	481.40	1,013.20	3,579.00		7,584.50
111,553.30	213,933.00		19,604.30	24,403.10	271,323.40	19,451.50	1,666,468.20
128,725.00	181,563.30	1,379.00	21,235.20	35,866.40	387,361.40	40,852.50	1,629,272.30
39,802.20	66,237.10		15,938.30	30.20	192,623.00	17,117.20	613,702.20
8,425.50	9,929.50		1,854.40		41,790.10		125,092.10
1,072.30	3,426.00		213.50		20,466.10		54,979.30
3,264.40	29,659.10	1,149.00	6,704.00	55,723.20	32,699.20		307,485.30
14,876.30	19,572.50	2,087.20		61,644.00	49,700.10	2,322.30	311,833.30
3,994.00	13,994.20	229.30	1,365.20	7,252.00	19,982.40		115,281.20
110.20	3,819.00	3,817.40		874.50	9,998.40	49.40	55,055.40
	446.10	1,036.00		187.00	4,547.30	212.30	13,961.30
	709.00	3,136.40			27.50		9,016.00
	196.50			642.40	768.50		8,233.10
	982.00		1,006.00		3,219.00		6,491.00
			1,053.00		2,377.00		3,430.00
			4,450.30		5,292.00		12,367.50
	295.20	17,146.20	31,393.40		12,049.20		63,456.40
		2,396.50					4,502.00
							3,575.20
5,743.10	24,557.00	3,739.50	12,728.00	9,577.20	118,915.10		426,442.50
16,356.20		8,180.50					49,378.00
112,482.50	2,338.40	87,911.20	760.10			5,195.00	613,361.20
52,786.20	1,156.30	32,771.40	2,693.50	5,700.10			288,722.30
2,988.40		5,718.50	171.20				23,606.50
							1,106.10
1,390.40							1,390.40
2,085.00							7,004.10
					3,703.10		4,708.10
							1,455.10
							1,071.50
					102.10		625.20
							438.50
5,000,195.00	15,494,358.10	13,082,358.20	950,126.40	8,302,146.00	26,324,801.20	7,342,803.00	132,956,574.40
4,670.20	69,652.22	6,377.32		2,001.16	14,259.14	2,485.20	156,188.23
1,550,218.18	5,863,303.08	2,099,795.21	111,760.20	487,761.19	4,785,774.26	694,817.32	25,906,438.22
727,990.30	2,395,314.16	677,476.16	69,950.23	261,948.26	2,850,073.22	247,775.06	11,543,649.04
78,263.28	85,681.06	30,372.07		5,592.12	141,621.00	17,171.06	611,916.08
13,046.26	66,606.26	19,776.26	380.32	14,640.00	93,109.18	8,375.12	290,852.29
203,024.17	534,519.06	177,384.18	15,818.29	200,561.20	538,887.12	110,337.02	3,393,832.10
25,549.24	69,952.12	60,874.24	25,649.17	229.04	84,980.16	8,349.24	448,344.05
20,498.24	54,894.13	3,579.04	15,201.14				225,627.03

5 GEORGE V., A. 1915

Shipments by grade from the Terminal Elevators at

Grade.	C. P. R.	Consolidated.	Dom. Govt.	Eastern.	Empire.
OATS.— <i>Con-inued.</i>					
Condemned.....	17,423·18				
No. 1 Mixed.....				1,250·30	
Tough 1 C.W.....			3,613·08		
“ 2.....	2,182·32	42,673·27	66,143·10	126,656·01	8,748·18
“ 3.....	5,225·23	35,495·22	48,554·20	52,158·00	10,507·12
“ Ex. 1 Feed.....					
“ 1 Feed.....					
“ 2 “.....		18,260·24	21,505·13	24,759·04	
Sundries.....	34,746·19	5,340·30	14,209·24	7,421·16	5,307·22
Total.....	2,402,741·30	3,441,486·18	1,535,321·10	3,351,569·22	6,749,574·21
BARLEY.					
Ex. 3 C.W.....	5,222·18	3,969·38	641·42	7,224·38	1,371·42
3 C.W.....	580,000·02	179,743·36	183,272·27	415,005·09	1,034,555·42
4 C.W.....	364,431·02	277,552·34	197,993·42	251,117·14	718,922·31
Feed.....	21,077·12	18,942·10	8,573·36	16,515·50	89,030·14
Rejected.....	193,196·02	165,102·32	52,274·30	137,174·42	252,214·06
Condemned.....					
Tough.....	1,936·02	1,203·16	14,174·01	27,154·35	6,795·08
Sundries.....	20,309·17	3,192·04	4,773·31	173·26	3,577·46
Totals.....	1,186,172·07	649,706·26	461,704·17	854,366·22	2,106,467·45
FLAX.					
1 N.W.C.....	179,999·06	926,914·16	2,622,981·29		1,383,757·31
2 C.W.....	118,321·37	168,519·17	123,384·39		183,396·18
3 C.W.....	6,372·27	7,419·15	10,295·23		24,797·32
Condemned.....		666·46	799·02		5,526·15
Rejected.....					7,363·53
Tough.....			10,273·21		
Sundries.....		2,607·35		1,353·52	338·49
Rej. Sundries.....			30,849·05		
Totals.....	304,693·14	1,106,127·17	2,798,583·07	1,353·52	1,605,180·30
Mxd. Grain..... (lb.)	7,190,410	1,469,710	6,978,920	5,135,500	3,606,510
Scalpings..... (lb.)					
Rye..... (Bus.)	2,771·12		981·04		445·10

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Fort William and Port Arthur for crop year 1913-14.—*Concluded.*

Fort William.	G. T. P.	Grain Growers.	Horn's.	Ogilvie's.	Port Arthur.	Western.	Total.
1,647·12	562·06	7,162·32	6,290·24		6,038·00		39,124·24
							1,250·30
					1,834·14		5,447·22
29,012·26	95,834·05	5,218·05		2,277·02	86,456·16	1,790·30	466,994·02
17,000·08	28,193·08			3,728·28	35,912·02		236,775·21
			0·20		3,873·08		3,873·28
	1,923·18	4,029·32			372·22		6,326·04
3,888·18	5,657·32			140·20	8,188·14		82,400·23
9,412·12	9,955·00		1,754·14		75,799·00		163,947·01
2,684,224·25	9,282,050·08	3,092,048·33	246,807·03	978,881·15	8,727,180·14	1,091,103·00	43,582,989·29
	15,718·06		552·34	1,312·01	10,246·42		46,260·21
106,329·15	501,604·28	371,443·34	29,750·34	88,451·45	1,961,318·43	377·44	5,451,854·23
75,581·42	277,426·38	301,784·39	17,545·37	88,197·40	872,876·36		3,443,431·19
6,361·42	16,877·44	29,111·32	2,192·36	1,787·20	73,425·36		283,896·44
42,934·38	92,233·20	161,507·38	3,409·22	50,633·42	332,458·46		1,483,140·30
			1,566·32		7,172·24		8,739·08
	5,082·04	62·34			24,071·07		80,479·11
	9,884·18		11,078·29		13,047·10		66,036·37
231,207·41	918,827·14	863,910·33	66,096·32	230,383·04	3,294,618·04	377·44	10,864,839·01
487,180·34	1,020,075·28		837,717·08		1,943,067·35	1,054,472·05	10,456,165·24
5,403·05	162,064·06		85,639·23		368,457·50	131,342·15	1,346,528·42
3,508·41	10,720·03		4,217·54		28,384·07	3,408·05	99,123·39
	862·16		5,327·16		2,663·23		15,845·06
							7,363·53
6,993·07							17,266·28
	8,846·44		29,253·38		26,758·24		69,159·18
							30,849·05
503,085·31	1,202,568·41		962,155·27		2,369,331·27	1,189,222·25	12,042,301·47
671,630	7,883,100	2,621,640	2,092,420	225,970	12,331,560	125,560	50,332,930
	132,480						132,480
1,055·00	3,869·36	999·26			456·34		10,578·10

5 GEORGE V., A. 1915

STATEMENT showing Receipts of Grain at Eastern Public Elevators for the Crop Year September 1, 1913, to August 31, 1914.

RECEIPTS.

Month.	Wheat.	Oats.	Barley.	Flax.	Total.
September 1913	3,756,076	1,563,139	717,425	2,090,426	8,127,066
October 1913	21,349,276	3,654,365	1,350,725	610,531	26,964,897
November 1913	14,597,689	3,703,737	1,502,104	587,294	20,390,824
December..1913.....	6,005,151	967,400	357,165	84,962	7,414,678
January 1914	2,660,093	626,294	269,474		3,555,861
February 1914	1,575,800	282,132	56,885		1,914,817
March 1914	1,404,298	946,100	51,563	101,449	2,503,410
April 1914.....	947,835	257,880	446,300	7,796	1,659,811
May 1914.....	19,229,952	7,836,913	1,771,245	156,454	28,994,564
June 1914.....	11,046,326	7,382,941	1,819,047	190,036	20,438,350
July 1914.....	10,108,734	2,732,665	783,161	209,285	13,833,845
August 1914.....	2,913,281	1,405,308	214,063	50,068	4,582,720
Totals.....	95,594,511	31,358,874	9,339,157	4,088,301	140,380,843
Crop year 1913-14.....	95,594,511	31,358,874	9,339,157	4,088,301	140,380,843
Crop year 1912-13 ..	82,797,370	30,393,191	11,369,958	14,499,659	139,060,178
Crop year 1911-12.....	57,897,817	21,440,258	1,786,559	1,040,248	82,164,882
Crop year 1910-11.....	46,869,677	17,542,720	1,012,691	565,448	63,990,536
Crop year 1909-10.....	52,892,283	20,066,087	2,170,131	888,323	76,016,824
Crop year 1908-09.....	44,061,376	9,831,327	2,206,077	1,195,320	57,294,100

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STATEMENT showing the shipments of grain by vessels from Fort William and Port Arthur during the crop year 1913-14, and the ports at which vessels were unloaded.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Mixed Grain.	Elevator Screenings.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Pounds.	Tons-Lbs.
Canadian Ports.....							
Collingwood.....	415,634.20	150,000	447,484.44			271,480	406. 50
Depot Harbour.....	1,695,084.10	3,480,315.21	119,414.41	282,742.17	213.10		32.650
Goderich.....	6,567,243.50	2,284,819.09	1,117,395.41	184,634.29		5,180,285	2,346.300
Kingston.....	3,314,318.20	1,833,627.23	562,576.	85,368.32	27.50	3,843,056	675. 90
Midland and Tiffin...	9,052,115.50	5,449,186.15	1,673,387.07	750,294.40		1,643,430	194* 1,588
Montreal.....	5,170,615.13	6,228,830.25				8,276,593	2,760 1,750
Ocean steamers—Direct to...	194,158.10	63,262.					
Port Colborne.....	24,154,575.20	2,219,932.31	1,322,443.47	178,291.18	11.24	2,336,737	130 1,080
Port McNicoll.....	10,596,222.10	2,364,683.02	557,065.13	249,692.28		4,364,193	1,635 1,230
Port Stanley.....	191,915.20						
Prescott.....	80,059.20						
Quebec.....		443,246.14					
Thorold.....	67,314.30						
Unknown Destinations...	30,779.50						
Total Canadian Ports.....	61,530,036.23	24,517,904.04	5,799,768.01	1,731,023.52	252.28	25,915,774	8,181 ,0738
American Ports:—							
Buffalo.....	40,944,688.30	9,154,455.06	3,044,779.43	8,146,039.41		146,710	5,169 1,060
Chicago.....	178,052.30	2,358,138.18		663,111.05			12,340 0,420
Cleveland.....		569,531.26		229,891.24			
Detroit.....	190,517.40	1,157,889.04	13,703.26				
Duluth.....				100,000.			27,259 0,955
Erie.....	7,302,718.	58,500.	167,876.22	400,000.			
Fairport.....	4,375,727.						
Port Huron.....	3,978,104.10	1,020,269.14	883,364.42				
Sandusky.....		620,800.					
Superior.....				40,046.24			12,846 1,660
Toledo.....	986,525.10	170,000.		692,759.16			
Total American Ports.....	63,956,333.	15,109,584.	4,109,724.37	10,271,847.54		146,710	57,616 0,095
Canadian Vessels wrecked.....	466,953.20						
American “.....	273,500.		64,331.22	142,365.25			
Grand Total Shipments.....	126,226,822.43	39,627,488.04	9,973,824.12	12,145,237.19	252.28	26,062,484	65,797 0,833

STATEMENT showing the Canadian and United States vessels carrying grain from Fort William and Port Arthur during the crop year 1913-14, with the capacity and the total amount carried by each.

Name of vessel.	Capacity.	No. of trips.	Wheat.	Oats.	Barley.	Flax.	Rye.	Mixed grain	Elevator screenings.	
	Bush.		Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons.	Lbs.
Canadian Vessels;										
Acadian.....	110,000	6	209,523.30	261,565.24	152,000	42,500				
Agawa.....	205,000	7	1,123,269.30	235,515	126,626.42			271,480		
Alberta.....	60,000	14	468,996.10	22,000	15,013.16	25,000			315	
Algonquin.....	95,000	1	94,000							
Ames, A. E.....	54,000	9	91,825.20	312,888.28	117,159.12	81,700		138,003		
Assiniboia.....	70,000	11	294,890.20	232,337.28	20,000			190,060		
Athabasca.....	60,000	12	251,491	50,224.11	16,018.06			43,890	5	910
Atikokan.....	111,500	15	1,256,473.50	457,378.26		54,000				
Beaverton.....	100,000	5	150,023.20	162,078.04	40,024.18	40,207.48		58,490	1,076	
Bickerdike.....	46,000	6	173,113.30	78,316.10	47,000					
Briton.....	110,000	1	59,077.40			51,176.32		146,710		
Calgarian.....	105,000	6	234,200	62,730.20	122,540.12	116,385.40				
Canadian.....	112,000	6	351,239.50	223,634.24	58,724.41	18,116.37				
Carleton.....	70,000	2	138,000							
Clyde.....	50,000	1	24,500					1,106,400		
Collingwood.....	240,000	20	3,612,855.50	1,437,276.10	51,243.44				11	1,710
Corunna.....	48,000	2	92,196.20							
Crowe, G. R.....	170,000	13	2,023,306.30	111,640.02						
Donnacona.....	95,000	5	151,595.30	108,657.19	124,752.22			1,387,970		
Doric.....	112,000	12	595,999.50	523,936.31	65,811.32	103,770.10	213.10	1,537,252	32	650
Drummond, Thos. J.....	112,000	6	476,649.10	182,603.18		75,609.16				
Dundee.....	110,000	7	150,033.40	450,600.20	27,621.40	90,124.30		30,690		
Dunelm.....	110,000	8	220,143.30	416,641.26	101,035.30				1,150	
Dwyer, W. H.....	100,000	1	81,447.10							
Easton.....	97,000	1			97,820.32					
Edmonton.....	98,000	6	297,874.30	258,099.26	24,000.10					
Emperor.....	345,000	9	3,019,992.10							
Empress of Fort William.....	120,000	13	801,969.10	649,689.31	140,664.01	29,990		2,172,135	421	380
Empress of Midland.....	125,000	13	748,056.50	651,115.33	33,774.18	235,689.06			2,258	400
Fairmount.....	105,000	11	641,973.30	349,820.15				459,427		
Fordonian.....	126,000	10	688,113.10	166,209.14	155,038.06			1,082,540		
Franz, W. C.....	200,000	4	400,269.50	516,574.30	69,512.44					
Glennellah.....	110,000	8	468,211.40	230,087.09	73,000					
Glenfinnan.....	140,000	8	753,587.20		187,946.12	100,000		900,000		
Glenfoyle.....	105,000	2	83,500	128,861.22				200,700		
Glenlivet.....	105,000	2	159,904.30	57,724.21						
Glenlyon.....	150,000	7	776,975	266,857.18	34,200					
Glenmavis.....	105,000	2	86,298.40	29,382.04	28,295.33		27.50	1,643,430	194	1,588
Glenmount.....	107,000	9	607,106	246,657.27				280,816		

STATEMENT showing the Canadian and United States vessels carrying grain, &c.—Continued.

Name of vessel.	Capacity.	No. of trips.	Wheat.		Oats.	Barley.	Flax.	Rye.	Mixed grain.	Elevator screenings.
			Bush.	Bush.						
Gordon, D. A.	110,000	9	271,033.50	235,881.25					12,000	130 1,080
Graham, Geo. A.	115,000	17	905,942.30	1,151,942.27			45,000		811,767	
Haddington.	100,000	1	49,672.40						542,140	450
Hamiltonian.	106,000	7	442,590.10	57,895			81,999.46			
Ionic.	55,000	10	254,593	236,455.10						
Iroquois.	125,000	10	952,302	168,990.16						
Jacques, C. A.	112,000	6	251,838.20	308,692.24						
Kaministiquia.	120,000	5	519,674.50	114,000						
Keewatin.	70,000	24	624,527.10	322,195.32			43,585		2,792,123	449 1,110
Kenora.	110,000	7	97,949.10	305,026.50			42,000		1,619,326	670 1,910
Kinmount.	112,000	13	837,731.10	173,500			1,366.34		1,658,666	225 090
Manitoba.	50,000	12	272,983.10	30,000			20,000			
Mapleton.	110,000	3	29,500	308,757.12						
Martian.	205,000	11	1,693,026.50	602,203.32			60,681.28			
Mathews, W. D.	215,000	12	2,422,777							
McKee, J. A.	120,000	11	1,028,425.40	279,236.25			39,857.08			
McKinstry, A. E.	110,000	3	105,119	283,008.18					3,640	
Meaford.	110,000	13	909,011.50	575,578.04						
Midland King.	210,000	9	1,373,277.50	276,282.22						
Midland Prince.	310,000	11	3,185,091.40							
Midland Queen.	100,000	7	333,320.30	278,227.31			25,257.46			
Minnekahta.	150,000	1	45,000	93,268.16						
Morden, W. Grant.	450,000	2	677,560.30	280,000						
Natironco.	50,000	8	45,000	131,060.20						
Neebing.	106,000	20	1,661,995.20	460,399.13						
Nee pawah.	90,000	8	197,421.13	245,341.11			67,500		206,929	
Nevada.	45,000	2	52,438.50	30,507.02						
Newona.	120,000	20	1,619,989.30	757,309.12				11.24		
Northmount.	107,000	1		125,628.29						
Osler, E. B.	330,000	16	4,447,509.10	422,000						
Paipoonge.	120,000	14	981,915.10	824,077.11						
Paliki.	85,000	1	83,500							
Plummer, J. H.	54,000	6	32,000	295,823.08						
Pellatt, H. M.	50,000	9	123,739.20	414,924.24			25,350		247,590	924 1,710
Port Colborne.	85,000	2	165,000							
Prince Rupert.	105,000	5	176,000	371,247.32					297,560	
Renvoyle.	110,000	2	56,000	168,402.14						
Rhodes, Robert R.	80,000	1		105,928.28						
Rosedale.	80,000	6	158,813.50	259,038.22		48,010	40,591.18			

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Rosemount.....	84,000	12	593,119	142,075.24	77,000	50,000	222,850	1,505	340
Sarnian.....	145,000	15	1,663,954.20	471,699.33			126,160		
Saskatoon.....	95,000	2	90,818	123,812.12					
Scottish Hero.....	133,000	21	1,698,220.40	843,068.03	193,998.13	236,406.39	2,754,694	103	340
Simla.....	50,000	1	47,000						
Sindbad.....	50,000	1		6,024.24					
Stadacona.....	350,000	4	828,078.10	577,786.26	129,167.08	50,289.36		3	420
Stormount.....	107,000	7	498,813		132,029.25				
Stratheona.....	100,000	8	266,154.50	194,588.29	82,704.18	67,063.20	215,752		
Tagona.....	110,000	7	143,055.40	439,015.08	56,217.14	25,000	802,290		
Taylor, J. Frater.....	200,000	5	906,352.00	117,500					
Thunder Bay.....	125,000	2						4,910	330
Thyra Menier.....	75,000	1		99,700					
Toiler.....	95,000	2	122,985.40	68,585.18					
Turret Cape.....	110,000	14	1,145,366.30	426,220.13		37,650			
Turret Court.....	110,000	15	1,237,747	316,375.02	173,566.32		276,260		
Turret Crown.....	110,000	16	956,325.20	741,818.31	163,578.46	35,202.52			
Wahcondah.....	95,000	9	164,021.50	396,969.11	43,000	43,000	1,200,000		
Wawatam.....	105,000	2	160,338.20	38,266.16					
Westmount.....	106,000	9	590,685.50	61,765	160,939.28				
Winona.....	120,000	10	870,488	257,114.20		116,107.28			
Yorkton.....	97,000	3	160,059.20		100,639.24				
Vessels wrecked during the season---									
Carruthers, Jas.....	375,000	6	2,046,425.40						
Leafield.....	80,000	3	181,814.50				578,530	865	1,210
Regina.....	90,000	2		117,648.03	83,500				
Turret Chief.....	110,000	4	287,000	161,231.16					
Wexford.....	96,000	6	519,387.50	101,005.30					
Total—787 Cargoes in 105 Canadian Vessels			64,121,076.43	25,276,164.16	5,942,638.35	2,218,179.14	26,062,484	16,854	1,808
351 Cargoes in 187 United States Vessels			62,105,746	14,351,323.22	4,031,185.25	9,927,058.05		48,942	1,025
Grand Total.....			126,226,822.43	39,627,488.04	9,973,824.12	12,145,237.19	26,062,484	65,797	833

STATEMENT showing the Canadian and United States vessels carrying grain, &c.—Continued.

Name of Vessel.	Capacity.	No. of Trips.	Wheat.	Oats.	Barley.	Flax.	Elevator Screenings.
	Bush.		Bush.	Bush.	Bush.	Bush.	Tons. Lbs.
United States Vessels—							
Adams, Thomas.....	230,000	1	243,798.20			206,959.16	
Albright, John J.....	260,000	1					
Amazonas.....	110,000	1				121,000	
America.....	110,000	1			148,500	110,200	
Ames, Ward.....	360,000	1	244,709				
Augustus, A. A.....	350,000	3	100,000				
Aurora.....	115,000	2	115,000	195,000		956,546.48	
Ball Brothers.....	310,000	1		476,168.18			
Barlum, John J.....	335,000	2	660,000				
Barlum, Thos.....	310,000	3	620,989.30	142,000	259,000		
Barnum, Geo. G.....	355,000	2	353,503.10			350,516.39	
Bartow, J. H.....	355,000	1		525,000			
Berry, B. F.....	325,000	1	241,962.30	110,000			
Black, Jos.....	385,000	1		554,420.30			
Boland, John J.....	320,000	1	309,846				
Booth, Edwin L.....	255,000	3	744,000				
Bope, H. P.....	360,000	1	351,990.50				
Bradley, M. A.....	300,000	2	569,182.20				
Brower, A. G.....	190,000	2	187,884.40			194,422.08	
Brown, J. J. H.....	275,000	2	529,419				
Brown, W. W.....	190,000	3	213,012.10	211,782.02	47,200		3,537 1,900
Butler, Joseph G., jr.....	370,000	4	1,458,057.50				1,220 1,330
Cadillac.....	65,000	2	64,847.20				
Carnegie, Andrew.....	225,000	2	217,085.10	297,814.20			
Carter, C. D.....	340,000	1	340,000		71,292.04		
Cetus.....	240,000	2	293,867.40	178,823.18			
Champlain.....	310,000	1	303,899.00				
Christopher.....	230,000	4	668,969.20	325,000			
City of Bangor.....	235,000	1	230,359.30				
City of Berlin.....	110,000	5	103,640.30	506,000		109,000	
Clarke, E. A. S.....	240,000	1	236,500				
Constitution.....	225,000	1				236,303.22	
Carrigan, Jas.....	375,000	4	1,485,218.20				
Corvus.....	260,000	4	632,769.10		69,633.46		
Coulby, Harry.....	385,000	1	361,989.10			293,749.16	
Cowle, J. B.....	375,000	1	353,437				
Craig, Geo. L.....	220,000	2	418,500				

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Cuddy, Loftus.....	370,000	1	247,198.50	195,000
Curry, S. S.....	225,000	3	496,820.20	91,155.20	110,000
Cygnus.....	250,000	1	236,165.30	.....	.....	.....	.....
Davidson, Jas. E.....	335,000	3	677,482	183,791.08	.....	118,000	.....
Davidson, Louis R.....	365,000	2	714,253.10	.....	.....	.....	.....
Davock, Wm. B.....	255,000	2	435,800	89,411.26	.....	.....	.....
Denmark.....	300,000	1	.....	405,470.20	.....	.....	.....
Dimmick, J. K.....	265,000	3	443,604.50	.....	.....	277,451.26	.....
Donaldson, John A.....	240,000	1	.....	327,787.22	.....	.....	.....
Dunham, Jas. S.....	265,000	1	251,300	.....	.....	.....	.....
Dunn, John, jr.....	360,000	1	353,142.20	.....	.....	.....	.....
Durston, J. F.....	275,000	2	521,669.10	.....	.....	.....	.....
Earling, E. J.....	370,000	4	1,336,472.30	.....	.....	112,000	.....
England, R. W.....	220,000	1	209,042.20	.....	.....	.....	.....
Fitzgerald, W. E.....	260,000	1	247,777.40	.....	.....	.....	.....
Foster, Parks.....	100,000	1	80,000	.....	.....	19,200	.....
Garretson, General.....	355,000	2	691,457.10	.....	.....	.....	.....
Goulder, Harvey D.....	370,000	2	698,900	.....	.....	.....	.....
Gratwick, Wm. H.....	260,000	1	184,338.20	.....	.....	60,307.55	.....
Hanna, D. R.....	375,000	1	364,154	.....	.....	.....	.....
Hanna, M. A.....	250,000	2	487,746.30	.....	.....	.....	.....
Hart, Frank W.....	240,000	1	218,000	.....	.....	.....	.....
Hartnell, Geo. E.....	200,000	1	.....	295,800	.....	.....	.....
Harvester, The.....	390,000	1	386,000	.....	.....	.....	.....
Hawgood, H. B.....	255,000	1	252,000	.....	.....	.....	.....
Hebard, Chas. S.....	340,000	3	895,639.30	.....	.....	113,700	.....
Heffelfinger, Frank T.....	270,000	1	272,000	.....	.....	.....	.....
Holmes, Edwin F.....	265,000	3	783,286	.....	.....	.....	.....
Hoover and Mason.....	340,000	1	331,660.10	.....	.....	.....	.....
Hoyt, Jas. H.....	240,000	1	.....	279,034.10	.....	45,013.20	.....
Hubbard, Chas.....	260,000	1	.....	.....	.....	.....	.....
Hutchinson, Chas. L.....	335,000	2	377,000	136,470.20	.....	95,000	245,515.30
Hutchinson, J. T.....	190,000	1	183,287.40	.....	.....	.....	172,160.45
Jenks, J. M.....	255,000	1	190,483.40	.....	.....	.....	.....
Jones, B. F.....	375,000	1	363,500	.....	.....	.....	58,491.33
Kirby, S. R.....	120,000	1	.....	.....	.....	60,760	.....
Kopp, Jacob T.....	325,000	4	1,178,431.30	160,000	.....	.....	.....
Koteher, Chas. W.....	265,000	1	257,387.50	.....	.....	.....	.....
LaSalle.....	100,000	1	.....	.....	.....	.....	1,875
Laughlin, Jas.....	375,000	1	.....	589,104.24	.....	.....	630
Leonard, Geo. B.....	240,000	3	558,745.20	.....	.....	140,404	.....
Luzon.....	190,000	1	.....	300,000	.....	.....	.....
Mack, William Henry.....	195,000	2	140,000	.....	.....	.....	.....
Mack, William S.....	190,000	4	200,183.10	908,303.28	.....	.....	259,388.32
Maryland.....	130,000	2	260,000	.....	.....	.....	.....
Maruba.....	120,000	2	.....	.....	.....	.....	225,208.08
Mather, Samuel.....	390,000	1	251,000	.....	.....	141,148.06	.....
Mather, Wm. G.....	385,000	3	889,684.30	.....	.....	288,049.28	.....
Mauch Chunk.....	215,000	1	209,300	.....	.....	.....	.....
McIntosh, H. P.....	350,000	2	579,000	.....	.....	.....	.....
Merida.....	190,000	3	178,052.30	493,531.26	.....	.....	.....

STATEMENT showing the Canadian and United States vessels carrying grain, &c.—Continued.

Name of Vessel.	Capacity.	No. of Trips.	Wheat.	Oats.	Barley.	Flax.	Elevator Screenings.
United States Vessels—Continued.							
Michigan.....	Bush. 375,000	1	Bush. 375,894-40	Bush.	Bush.	Bush.	Tons. Lbs.
Milnokett.....	330,000	1	320,142				
Mills, D. O.....	375,000	1	353,192				
Minch, Anna.....	230,000	1	111,500			116,000	
Minch, Phillip.....	320,000	2	310,500	490,402-12			
Moll, Clifford F.....	300,000	1	289,000				
Morse, Jay C.....	380,000	1	130,000			245,063-12	
Mullen, Martin.....	250,000	4	479,624-30			497,473-31	
Munro, Josiah G.....	365,000	1	357,504				
Nettleton, A. E.....	340,000	1	238,066-30			105,000	
Niagara.....	100,000	1	98,423-20				
Normania.....	270,000	1	277,000				
Norway.....	350,000	1	340,325-30				
Nye, Harold B.....	240,000	6	686,402-10	169,754-09		511,705-18	
Oglebay, E. W.....	175,000	2	341,359-10				
Oliver, Henry W.....	265,000	2	445,507-50	124,529-14			
Omega.....	110,000	10		168,200		104,040-00	17,659 1,400
Onoko.....	125,000	1		40,000			1,406 320
Osborne, F. M.....	240,000	1	240,157				
Owen, John.....	115,000	2	111,361-10			100,000	
Paine, William A.....	315,000	3	615,000			322,000	
Panay.....	220,000	1		317,000			
Parks, Sheldon.....	375,000	1		592,000			
Peavey, Frank H.....	270,000	5	691,841-10	399,285-10		372,234-33	
Peavey, Geo. W.....	270,000	1	104,776			159,000	
Pollock, W. G.....	275,000	1	268,000				
Pontiac.....	125,000	2	120,000				2,282 830
Ranney, Rufus P.....	270,000	2	264,853-30			261,259-26	
Reed, Jas. H.....	280,000	1	146,500		149,946		
Rees, W. D.....	220,000	2	348,355-40			55,000	
Rhodes, Joshua W.....	260,000	1		338,823-18			
Riddle, J. Q.....	375,000	2	722,493-10				
Robbins, Francus L.....	240,000	2	225,000				
Rogers, William A.....	365,000	3	730,000	334,000		351,823-04	
Sagamore.....	200,000	1				190,876-04	
Saunders, E. N.....	240,000	2	344,809-30		79,000	60,300	
Saxona.....	255,000	5	926,226-40			298,318-47	
Schonnemaker, Col. Jas. M.....	475,000	1	435,000				
Scranton, Walter.....	250,000	2	345,500				
Sellwood, Jos.....	360,000	1	340,000				
Senator.....	225,000	1	219,079-20				
Shaughnessy, Sir Thos.....	315,000	1	314,000				

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Sheadle, J. H.....	375, 000	3	1, 131, 835-50				
Shenango.....	420, 000	1	400, 092-50				
Sherwin, John..	350, 000	1		528, 550-29		116, 658-34	
Sinaloa.....	255, 000	2	357, 531-10				
Sirius.....	255, 000	1			271, 539-46		
Smith, B. Lyman....	240, 000	2	218, 831-40	321, 900-20			
Smith, Hurlburt W....	250, 000	3	654, 020-40	98, 529-14			
Smith, L. C.....	250, 000	1	240, 000				
Smith, Lyman C....	360, 000	2	350, 000		390, 000		
Smith, Munro C....	240, 000	3	653, 535-20	75, 588-08			
Smith, Wilbert L....	240, 000	1	224, 546				
Sonoma.....	255, 000	2	489, 500				
Sonora.....	195, 000	2	269, 000	60, 000	81, 769-19		
Spokane.....	130, 000	1	126, 499-50				
Stanton, John.....	350, 000	2	579, 624-50		129, 197-14		
Steel King.....	240, 000	2	242, 708-40		249, 999-45		
Steinbrenner, Henry.....	250, 000	1	246, 231-50				
Stewart, A. E.....	215, 000	3	487, 875-20		167, 876-22		
Sullivan, J. J.....	375, 000	2	255, 000			539, 500	
Sultana.....	195, 000	3	273, 282-40	478, 196-16			
Taurus.....	240, 000	2	65, 000	93, 529-14	69, 169-46		
Thompson, Alexis W.....	340, 000	1	318, 682-30			299, 685-01	
Truesdale, Wm. H....	270, 000	2	327, 880-20		161, 041-04	75, 000	
Umbria.....	260, 000	1	255, 000				
Upson, Andrew S....	240, 000	1	155, 772-50		86, 500		
Upson, J. E.....	340, 000	2	676, 403-50				
Utley, E. H.....	355, 000	2	686, 000				
Victory.....	265, 000	1	250, 568-30				
Vulcan.....	95, 000	12				140, 046-24	20, 960 615
Wallace, E. L.....	270, 000	1	264, 000				
Walsh, Jas. P.....	310, 000	1	300, 000				
Walters, Thos.....	400, 000	1	384, 466-10				
Warner, Chas. M....	220, 000	5	910, 208-10	160, 870-20	40, 000		
Watson, C. W.....	240, 000	2	296, 473		117, 000	62, 000	
Wells, Frederick B....	260, 000	1	246, 000				
Western Star.....	260, 000	1	258, 021-10				
Weston, Chas.....	385, 000	3	506, 000	589, 086-03	290, 708-38		
White, Pendenmis....	255, 000	1				232, 397-11	
Wickwire, Theodore H....	310, 000	1	297, 000				
Wickwire, Theodore H., jr..	350, 000	1	347, 314				
Widder, Francis.....	260, 000	2	326, 625	187, 000		60, 204-09	
Wilkesbarre.....	220, 000	1	205, 058-20				
Wilkinson, Horace S....	220, 000	2	338, 193		98, 109-41		
Wisconsin.....	265, 000	2	382, 811-10	187, 742-06			
Wolf, Wm. H.....	355, 000	5	1, 128, 894-10	151, 000			
Wolvin, Augustus B....	375, 000	1	365, 970				
Wright, Alfred P.....	120, 000	1	115, 300				
Yale.....	200, 000	3	196, 915	548, 217-22			
Yates, Harry.....	350, 000	1	346, 826				
Yosemite.....	220, 000	2	216, 192-10			208, 225-10	
Zimmerman, Eugene.....	320, 000	1	272, 000	90, 000			

STATEMENT showing the Canadian and United States vessels carrying grain, &c.—*Continued.*

Name of Vessel.	Capacity.	No. of Trips.	Wheat.	Oats.	Barley.	Flax.	Elevator Screenings.
	Bush.		Bush.	Bush.	Bush.	Bush.	Tons. Lbs.
U. S. Vessels wrecked during season—							
Elphickie, C. W.....	110,000	2	213,900				
Gilbert, Wm. H.....	150,000	1	136,000				
Nicholas, S. W.....	160,000	2	152,000			142,365 25	
Nottingham, Wm.....	235,000	2	397,500		64,331 22		
Hanna, Howard M., jr.....	330,000	1	328,855-10				
McGean, John A.....	285,000	1	284,000				
Total—350 cargoes in 187 United States Vessels.....			62,205,746	14,351,323-22	4,031,185-25	9,927,058-05	48,942 1,025
Total—787 cargoes in 105 Canadian Vessels.....			64,121,076-43	25,276,164-16	Rye— 5,942,638-35 252-28	2,218,179-14 Mixed grain, lbs. 26,062,484	16,854 1,808
GRAND TOTAL.....			126,226,822-43	39,627,488-04	Rye— 9,973,824-12 252-28	12,145,237-19 Mixed grain— 26,062,484 lbs.	65,797 833

Statement of Dockages of Cars received by Terminal
Elevators from September 1, 1913, to
August 31, 1914

STATEMENT of Dockages on Cars received by Teminal Elevators from September 1, 1913, to August 31, 1914.
CANADIAN PACIFIC RAILWAY ELEVATORS.

	WHEAT.		OATS.		BARLEY.		FLAX.	
	No. of cars.	Quantity.	No. of cars.	Quantity.	No. of cars.	Quantity.	No. of cars.	Quantity.
1913.	Bush. Lbs.		Bush. Lbs.		Bush. Lbs.		Bush. Lbs.	
	2,907	85,935.40	193½	44.14	256½	2,912.14		
	6,492½	172,701.20	576½		436½	5,770.00		
	4,224½	100,468.20	26					
	1,410½	31,315.20					31	4,516.18
1914.	147	2,497.00	25	191.22	5½	20.30	4	312.21
	1½	22.10						
	63½	1,586.00	44½		11½	44.18		
	550	16,698.50	145½		32	299.18	32	4,225.07
	35½	742.00	27½		6		68½	8,853.02
	70½	1,538.20	9		3	7.04	1	60.25
	129½	2,883.40	24		9½	47.34	1	209.02
	48	1,156.10	5		4½	53.06		1.10
	16,080	417,544.50	1,076½	236.02	765	9,154.28	137½	18,177.2
	Total.....							

EMPIRE ELEVATOR.

1913.	Bush. Lbs.		Bush. Lbs.		Bush. Lbs.		Bush. Lbs.	
	1,276½	34,217.00	129	95.10	114½	1,327.06	88½	4,979.36
	2,165	54,763.50	391		211½	1,161.24	182	18,977.31
	1,570	37,620.20	554		138	1,036.40	235½	22,085.19
	760½	17,812.50	212		70½	270.20	122½	11,798.11
September.....								
October.....								
November.....								
December.....								

1914.									
January.....	84½	2,147.50	15	59.14	10	12.04	17½	2,110.43	
February.....	28½	566.50	3½	162.12	6	33.36	4½	443.23	
March.....	71½	1,520.20	62	6.16	11	119.18	17	1,519.43	
April.....	312	9,816.20	90½	113.28	21½	152.08	45½	4,347.33	
May.....	325½	9,382.40	186½	125.30	39½		43½	5,223.44	
June.....	149	4,443.20	18	19.04	9	61.22	17	1,342.28	
July.....	128	2,739.00	38½	77.22	24½	194.08	36	2,277.37	
August.....	21	943.50	1		4½		3½	388.55	
Total.....	6,892	175,974.10	1,701	660.00	660½	4,368.42	813	75,495.11	

CONSOLIDATED ELEVATOR.

1913.									
September.....	1,366	44,054.40	115½		85½	1,175.10	58	4,970.54	
October.....	2,347½	64,994.50	297½	16.26	83	589.28	270	34,743.07	
November.....	1,959½	45,948.00	374	144.14	67½	21.42	32	2,760.33	
December.....	1,160	30,500.00	325½	375.24	62½	67.18	149½	10,748.24	
1914.									
January.....	104	2,430.00	47½	215.25	18½	212.22	33½	3,976.39	
February.....	19½	783.40	24	39.14	8		11	918.52	
March.....	88	2,787.30	106	110.20	26	236.02	36	3,002.11	
April.....	157	4,631.20	46	24.14	4½		22	2,124.00	
May.....	586	16,952.00	104½	68.18	23	103.26	128½	14,142.54	
June.....	616	17,585.20	24½		14½	66.32	58	5,650.15	
July.....	607	12,174.50	46½	69.04	50½	412.42	72½	5,826.44	
August.....	154½	3,341.00	1½		8½	93.06	16½	950.55	
Total.....	9,165	246,183.10	1,513	1,064.23	452	2,978.36	887½	89,815.52	

OGILVIE'S ELEVATOR.

1913.									
September.....					26		29	765.32	
October.....					17		6		
November.....					49		5		
December.....					155	20.20	16	58.46	

STATEMENT of Dockages on Grain received by Terminal Elevators from September 1, 1913, to August 31, 1914.—Continued.
OGILVIE'S ELEVATOR.—Continued.

	WHEAT.		OATS.		BARLEY.	
	No. of cars.	Quantity.	No. of cars.	Quantity.	No. of cars.	Quantity.
1914.						
January.....	70½	1,799.20	23½	1.16	5	Bush.
February.....	20	349.20	16		8	63.46
March.....	142	2,915.00	26½		8	100.20
April.....	259½	6,736.30	38		5	
May.....	32	946.10	45		4	
June.....	101½	3,774.50	14	23.08	32	142.18
July.....	404	10,715.40	24½	46.26	26	243.40
August.....	165	5,757.20	3½		1½	23.46
Total.....	6,232	166,890.50	438	92.02	145½	1,399.08
WESTERN TERMINAL ELEVATOR.						
1913.						
September.....	904½	31,823.50	32½	364.24	36	3,016.23
October.....	1,512	47,211.10	119		178	18,569.00
November.....	1,376	37,827.20	144		213	19,765.36
December.....	710	19,687.40	83½	949.24	250½	23,042.07
1914.						
January.....	44	1,172.50	15		22	1,238.19
February.....	6½	271.40	1½	115.30	13½	1,239.44
March.....	48½	1,381.00	28½	389.04	46½	4,179.46
April.....	151½	5,385.30	22½	324.04	62	6,571.28
May.....	165½	5,521.30	22	252.22	99½	10,334.06
June.....	293	8,673.10	11½		84½	8,924.24
July.....	381½	11,224.40	9		68½	8,278.33
August.....	54	1,725.00	½		13	1,063.16
Total.....	5,647	171,905.20	489½	2,396.06	1,087	106,223.02

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GRAIN GROWERS GRAIN CO. ELEVATOR.

1913.									
September.	1,628	47,894.40	136½	156.26	123	1,237.24	11½	1,106.46	
October.	3,166½	80,807.50	319	727.12	159½	2,109.22	2	364.46	
November.	2,553½	58,966.50	317	39.14	104½	972.44			
December	1,424	30,745.50	269½	37.02	69½	831.12			
1914.									
January.	334	5,270.50	95½	101.16	41½	650.10	1	66.04	
February	151	2,782.00	57½	57.32	28	293.36	1		
March.	429	9,198.50	105		35½	185.00			
April.	75½	1,765.10	24½		1½				
May.	165	2,405.50	32½		5½				
June.	300	6,210.10	56		10½	94.28			
July.	242½	6,543.20	76		27	148.36			
August.	110½	2,086.30	4		12½	138.36			
Total.	10,579½	254,677.50	1,493	1,120.00	618½	6,662.08	15½	1,537.40	

FORT WILLIAM ELEVATOR.

1913.									
September.	940½	27,954.30	226		32½	637.46	138	14,142.34	
October.	1,281	32,563.40	287½	945.12	29	546.12	209½	20,521.11	
November.	657	18,167.00	271½	99.14	46	448.18	121½	9,114.25	
1914.									
January.	36½	783.10	25		3	27.14	17	1,449.11	
February	17	313.20	28	39.04	1		4½	268.26	
March.	45	1,325.10	79	82.12	18	146.12	6½	432.12	
April.	58½	1,789.30	57	310.20	12	208.16	59½	5,665.55	
May.	143	3,866.10	184½	21.26	9	125.20	7½	2,277.03	
June.	245½	6,390.30	27½	343.28	5½	147.34	22½	2,129.39	
July.	502½	12,459.20	46½	20.10	14½	224.28	96½	10,977.32	
August.	58	1,396.10	2½		2½	21.08	21	994.49	
Total.	3,984½	107,008.30	1,235	1,862.24	173	2,533.16	704	67,973.17	

STATEMENT of Dockages on Cars received by Teminal Elevators from September 1, 1913, to August 31, 1914.—Continued.
EASTERN TERMINAL ELEVATOR.

	WHEAT.		OATS.		BARLEY.		FLAX.	
	No. of cars.	Quantity.	No. of cars.	Quantity.	No. of cars.	Quantity.	No. of cars.	Quantity.
1913.		Bush. Lbs.		Bush. Lbs.		Bush. Lbs.		Bush. Lbs.
September.....								
October.....								
November.....	511	10,844.20	869	1,309.08	284	4,346.40		
December.....	196½	3,869.30	330½	506.18	158	1,937.16		
1914.								
January.....	45	636.00	18	66.06	23½	278.16		
February.....	17	334.00	9½	51.14	3½	72.04		
March.....	193½	3,986.40	118½	120.24	43	392.12		
April.....	307½	7,140.40	138	339.24	65½	482.44		
May.....	117½	2,941.50	34		6	80.00		
June.....	141	2,895.00	35	34.24	1½			
July.....	15½	3,395.30	46	33.10	4	34.08		
August.....	31	852.20	1					
Total.....	1,712	36,895.50	1,599½	2,461.26	589	7,623.44		

GRAND TRUNK PACIFIC ELEVATOR.

1913.									
September.....	1,239½	27,863.30	166	37.32	117½	1,525.30	24½	1,896.07	
October.....	3,640½	71,940.50	787½	828.18	185	2,244.08	123	14,609.28	
November.....	3,935	68,580.40	1,241½	2,135.32	139½	1,962.14	332	39,337.30	
December.....	2,117	35,594.10	871	2,616.09	107½	2,007.34	296	36,936.12	
1914.									
January.....	412	8,009.30	231½	1,654.06	28	184.38	105½	12,107.10	
February.....	216	4,776.10	98½	1,438.08	15½	797.44	68½	8,761.03	
March.....	287	4,945.30	196	524.24	19	287.28	41	4,356.17	
April.....	822	17,802.20	340	783.18	33	182.24	79	9,726.04	
May.....	619½	14,102.10	341	688.18	19	332.34	65½	6,622.07	
June.....	550	9,005.00	100½	417.16	12½	72.44	49½	4,523.53	
July.....	187	4,028.10	62½	387.22	13½	221.18	27½	2,745.48	
August.....	76	1,079.10	5		5½	13.36	2	285.03	
Total.....	14,101½	267,727.40	4,441	11,512.33	695½	9,833.16	1,214	141,906.54	

CANADIAN NORTHERN ELEVATOR.

1913.									
September.....	3,677	101,630.30	180	771.06	434½	6,341.12	125	6,305.10	
October.....	6,166½	173,777.10	706	683.18	695	8,760.40	337	23,110.40	
November.....	4,633	106,192.50	873½	972.12	470	7,478.36	489½	36,397.38	
December.....	3,877	85,228.40	938½	605.30	365½	4,790.20	501	38,813.46	
1914.									
January.....	965½	19,033.50	180½	693.08	97½	2,088.26	159	10,378.04	
February.....	310	7,786.50	50½	80.00	28½	508.36	43½	2,200.53	
March.....	733	14,424.00	286½	482.12	82	1,318.46	34	1,989.28	
April.....	650½	15,386.20	394½	95.00	86	1,192.14	90	5,779.52	
May.....	1,534½	35,418.30	278½	582.02	77	1,047.04	133½	9,419.03	
June.....	1,143	21,966.00	73½	47.22	52½	833.06	58½	4,469.10	
July.....	573½	9,747.20	104½	34.24	53	516.42	49½	3,453.26	
August.....	277	3,885.00	15	15.00	17½	213.26	32	1,968.15	
Total.....	24,540½	594,477.00	4,081½	5,062.32	2,459	35,090.20	2,052½	144,285.45	

THUNDER BAY ELEVATOR.

1913.									
September.....	1,037	22,940.50	78½	.....	116½	1,366.22	24½	1,445.40	
October.....	1,845½	46,711.20	162½	311.16	199	2,011.32	80½	6,013.02	
November.....	1,528	32,626.00	373½	26.16	155	3,002.14	131	12,201.24	
December.....	826	20,170.30	195½	80.30	75	934.38	117½	7,940.51	
1914.									
January.....	155½	3,604.40	25	18.08	12	105.20	17½	1,674.29	
February.....	46½	1,086.50	13	24.04	.....	.....	5½	215.11	
March.....	90	2,259.30	33	.....	9	65.30	7½	684.53	
April.....	218	5,852.30	87½	4.04	19	197.04	31½	2,167.08	
May.....	840	19,161.20	199	102.32	57	237.34	119	8,212.55	
June.....	262½	5,819.30	21½	.....	12½	29.08	16½	1,782.32	
July.....	91	2,045.50	13	6.06	8½	157.34	11	1,293.29	
August.....	92½	1,606.10	3	.....	4½	.....	½	83.08	
Total.....	7,032½	163,885.00	1,205	574.14	668	8,117.44	562½	43,715.06	

STATEMENT of Dockages on Cars received by Terminal Elevators from September 1, 1913, to August 31, 1914.—Continued.
HORN' & CO'S. ELEVATOR.

WHEAT.			OATS.		BARLEY.		FLAX.	
No. of cars.	Quantity.	No. of cars.	Quantity.	No. of cars.	Quantity.	No. of cars.	Quantity.	
1913.								
September.....	Bush, Lbs. 6,000.50	9½	Bush, Lbs. 427.29	15½	Bush, Lbs. 526.16	80	Bush, Lbs. 8,815.45	
October.....	20,335.10	24	1,553.16	10½	410.11	146	18,456.55	
November.....	11,332.40	17	3,270.49	5	357.15	209½	34,107.40	
December.....	6,901.10	23	2,294.28	2	132.25	125½	21,663.37	
1914.								
January.....	2,433.40	5½	383.27	6	362.43	75	9,292.34	
February.....	900.40	1				30½	4,163.43	
March.....	376.30	4	259.08	1		65½	8,569.18	
April.....	1,189.10	9½	1,344.13	2	16.12	68½	7,127.53	
May.....	682.40	5½	700.03	3	209.42	27	4,160.47	
June.....	688.30	1	207.24	1		7½	1,190.50	
July.....	1,249.20	3½	160.20	2	56.02	6½	552.18	
August.....	35.30					1	52.20	
Total.....	52,125.50	103	10,603.13	47½	2,259.01	842½	118,154.12	

DOMINION GOVERNMENT ELEVATOR.

1913.								
September.....	5,458.00	21	273.18	12½	121.22	331	42,961.41	
October.....	40,213.40	161	3,453.00	83½	3,685.10	1,134	170,146.03	
November.....	37,509.30	192	5,568.24	94½	2,846.06	600½	69,897.35	
December.....								
1914.								
January.....	9,078.20	44½	591.26	16	230.00	44½	4,179.38	
February.....	1,045.50	6½	13.28	5	139.28	5½	277.34	
March.....	3,289.30	59½	352.12	14	168.46	28½	3,107.23	
April.....	15,544.20	120	713.14	30	205.00	105½	12,841.41	
May.....	11,814.20	26½	66.04	25½	87.34	34½	4,629.27	
June.....	4,091.40	12½	169.28	8	142.44	19½	3,336.38	
July.....	3,788.10	33	586.16	18	228.12	46½	5,792.51	
August.....	825.00	4½	15.10	4½	58.44	9½	696.44	
Total.....	132,658.20	681	11,804.10	311½	7,914.06	2,359½	317,822.42	

SUMMARY OF STATEMENT OF Flax Shipments (not including sample lots) from Opening of Navigation, 1914 (including Winter Storage) to close of Navigation, 1914, shewing the average dockage of each grade.

Elevator.	1 NWC. FLAX.					2 CW. FLAX.					3 CW. FLAX.				
	Gross.		Dockage.		Net.	Gross.		Dockage.		Net.	Gross.		Dockage.		Net.
	Bushels.	Per cent.	Bushels.	Shrinkage.		Bushels.	Per cent.	Bushels.	Shrinkage.		Bushels.	Per cent.	Bushels.	Shrinkage.	
C. P. R.	175·381-05	2·7447	4·813-42	170·567-19	Bushels.	5·892-45	1½	88-22	5·804-23	Bushels.	3·012-19	2·2810	73-34	2·938-41	Bushels.
Empire.	511·744-11	2·0107	10·289-50	501·454-17	31·186-10	2·0839	2·8199	632-02	30·554-08	2·061-15	976-29	2·1066	3-06	153-02	1-148-48
Consolidated.	837·432-27	1·9123	16·014-50	821·417-33	761·572-11	440·464-30	32·159-55	791-52	31·368-03	848-00	1·724-25	1·6043	23-09	8·709-02	2·959-00
Western.	776·065-02	1·8697	14·492-47	761·572-11	825·201-50	37·620-02	2·2541	1·662-08	50·162-39	156-08	2·999-44	1·3537	22-40	953-15	283-12
Fort William.	452·335-54	2·6245	11·871-24	440·464-30	87·961-24	1·6382	1·4998	1·708-23	102·580-00	1·731-34	2·91-39	2·9079	40-44	1-261-39	
G. T. P.	842·052-47	2·0012	16·850-53	825·201-50	606·869-22	60·644-54	2·8553	145-20	9·546-11		1·276-48	1·1873	8-27		
Port Arthur.	1·320-073-32	2·4808	32·748-49	1·287-324-39	929·279-08	104·288-23		1·724-25	86·236-55				15-09		
Dom. Government.	944·453-14	1·6067	15·174-06	929·279-08	378·545-30	9·691-31		1·708-23	102·580-00						
Thunder Bay.	388·219-19	2·4918	9·673-45	378·545-30	606·869-22	60·644-54		145-20	9·546-11						
Horn's.	615·708-32	1·4356	8·839-10	606·869-22	51·382-28			1·731-34	58·913-20						
Davidson & Smith.	52·800-00	3·2310	1·417-28	51·382-28											
Totals.	6·916·266-19	2·0558	142·187-12	6·774·079-07	491·360-43	2·3047		11·393-33	482·967-10		18·827-15	2·2302	419-50	18·407-21	

COMBINED TOTALS of the Three Grades and Average Dockage of same.

Elevator.	Gross.	Dockage.	Shrinkage.	Net.
	Bushels.	Per cent.	Bushels.	Bushels.
C. P. R.	181·273-50	2·7043	4·902-08	176·371-42
Empire.	545·942-40	2·0140	10·995-30	534·947-10
Consolidated	910·523-03	1·9852	18·076-09	892·446-50
Western.	828·866-22	1·9518	16·177-39	812·688-39
Fort William.	484·652-05	2·6135	12·666-26	471·985-35
G. T. P.	880·844-50	2·0119	17·722-06	863·122-14
Port Arthur.	1·416·976-51	2·4493	34·706-11	1·382·270-40
Dom. Government.	1·051·741-25	1·6091	16·923-17	1·034·818-08
Thunder Bay.	398·202-33	2·4680	9·827-36	388·374-53
Horn's.	677·630-22	1·5622	10·585-53	667·044-25
Davidson & Smith.	52·800-00	3·2310	1·417-28	51·382-28
Totals.	7·429·454-21	2·0728	154·000-39	7·275·453-38

STATEMENT showing quantity of each kind of Grain handled by Country Elevators in the Provinces of Manitoba, Saskatchewan and Alberta, with the line of railway on which they are located for crop year 1913-14.

Provinces and Railroads.	WHEAT.					OATS.			
	On Hand.	Receipts.	Shipments.	In Store.	On Hand.	Receipts.	Shipments.	In Store.	
C. P. R., Manitoba.....	92,759	18,058,527	17,623,264	128,603	136,606	8,286,890	7,788,170	206,156	
C. N. R. ".....	34,282	7,872,741	7,893,175	19,504	39,034	3,697,522	3,592,121	156,500	
G. T. P. ".....	1,900	615,176	577,331	39,805	1,430	72,935	74,636	59	
G. N. R. ".....	9,677	1,505,062	1,516,534	959	21,864	194,716	216,502	4,342	
Total.....	138,618	28,051,506	27,610,304	188,871	198,934	12,252,063	11,671,429	367,057	
C. P. R., Saskatchewan.....	218,176	53,898,467	53,896,623	921,567	298,471	15,141,377	15,400,159	328,624	
C. N. R. ".....	123,404	19,784,204	19,682,601	254,889	62,869	7,229,675	7,241,021	91,870	
G. T. P. ".....	20,905	8,453,525	8,377,096	125,032	27,438	5,134,380	5,140,027	31,426	
Total.....	462,485	82,136,196	81,956,320	1,301,488	388,778	27,505,432	27,781,207	451,920	
C. P. R., Alberta.....	131,112	11,826,952	11,447,439	392,362	424,051	9,592,618	9,632,246	567,402	
C. N. R. ".....	20,614	1,851,657	1,815,410	43,286	41,416	1,791,944	1,759,496	64,701	
G. T. P. ".....	2,500	407,209	404,974	5,961	4,014	664,500	664,975	4,869	
Total.....	154,226	14,085,818	13,667,823	441,609	469,481	12,049,062	12,056,717	636,972	
Manitoba.....	138,618	28,051,506	27,610,304	188,871	198,934	12,252,063	11,671,429	367,057	
Saskatchewan.....	462,485	82,136,196	81,956,320	1,301,488	388,778	27,505,432	27,781,207	451,920	
Alberta.....	154,226	14,085,818	13,667,823	441,609	469,481	12,049,062	12,056,717	636,972	
Total (Grand).....	755,329	124,273,520	123,234,447	1,931,968	1,057,193	51,806,557	51,509,353	1,455,949	

STATEMENT showing quantity of each kind of Grain handled by Country Elevators in the Provinces of Manitoba, Saskatchewan and Alberta, with the line of railway on which they are located for crop year 1913-14.—*Continued.*

	BARLEY.				FLAX.			
	On Hand.	Receipts.	Shipments.	In Store.	On Hand.	Receipts.	Shipments.	In Store.
C. P. R., Manitoba.....	25,590	3,272,550	3,224,831	180,894	5,690	257,420	255,340	11,263
C. N. R. ".....	10,388	2,172,636	2,163,986	19,673	16,794	131,449	147,921	3
G. T. P. ".....		81,943	79,876	2,140		1,313	1,817	
G. N. R. ".....	589	356,069	355,077	5,111	723	30,516	24,733	5,906
Total.....	36,567	5,883,198	5,823,770	207,818	23,207	421,298	429,811	17,172
C. P. R., Saskatchewan.....	8,462	1,811,438	1,728,396	24,088	67,112	6,796,122	6,724,480	89,472
C. N. R. ".....	17,127	1,171,413	1,163,645	31,901	50,126	2,607,304	2,609,502	23,258
G. T. P. ".....	8,433	420,912	412,978	13,544	7,539	949,032	948,305	8,310
Total.....	34,022	3,403,763	3,305,019	69,533	124,777	10,352,458	10,282,287	121,040
C. P. R., Alberta.....	27,350	2,222,932	1,922,397	289,403	19,074	754,153	771,860	42,260
C. N. R. ".....	2,638	106,711	107,138	1,174	2,355	118,748	118,109	1,479
G. T. P. ".....	747	27,748	28,360			39,637	38,941	652
Total.....	30,735	2,357,391	2,057,895	290,577	21,429	912,538	928,910	44,391
Manitoba.....	36,567	5,883,198	5,823,770	207,818	23,207	421,298	429,811	17,172
Saskatchewan.....	34,022	3,403,763	3,305,019	69,533	124,777	10,352,458	10,282,287	121,040
Alberta.....	30,735	2,357,391	2,057,895	290,577	21,429	912,538	928,910	44,391
Grand Total.....	101,324	11,644,352	11,186,684	567,928	169,413	11,686,294	11,641,008	182,603

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STATEMENT showing quantity of each kind of Grain handled by Country Elevators in the Provinces of Manitoba, Saskatchewan and Alberta, with the line of railway on which they are located for crop year 1913-14.—*Concluded.*

	TOTAL GRAIN.			
	On Hand.	Receipts.	Shipments.	In Store.
C. P. R., Manitoba.....	260,645	29,875,387	28,891,605	26,916
C. N. R. ".....	100,498	13,874,348	13,797,203	195,680
G. T. R. ".....	3,330	771,967	733,660	42,004
G. N. R. ".....	32,853	2,086,363	2,112,846	16,318
Total.....	397,326	46,608,065	45,535,314	780 918
C. P. R., Saskatchewan.....	692,221	77,647,404	77,749,658	1,363,751
C. N. R. ".....	253,526	30,792,596	30,696,769	401,918
G. T. P. ".....	64,315	14,957,849	14,878,406	178,312
Total.....	1,010,062	123,397,849	123,324,833	1,943,981
C. P. R., Alberta.....	601,587	24,396,655	23,773,942	1,291,427
C. N. R. ".....	67,023	3,869,060	3,800,153	110,640
G. T. P. ".....	7,261	1,139,094	1,137,250	11,482
Total.....	675,871	29,404,809	28,711,345	1,413,549
Manitoba.....	397,326	46,608,065	45,535,314	780,918
Saskatchewan.....	1,010,061	123,397,849	123,324,833	1,943,981
Alberta.....	675,871	29,404,809	28,711,345	1,413,549
Totals, (Grand).....	2,083,259	199,410,723	197,571,492	4,138,448

5 GEORGE V., A. 1915

FOR SEASON SEPTEMBER 1st, 1913, to AUGUST 31st, 1914.

	Wheat.	Oats.	Barley.	Flax.
	Bush.	Bush.	Bush.	Bush.
Grain shipped through Country Elevators.....	123,234,447	51,509,353	11,186,684	11,641,008
Increase over 1912-13.....	18,636,549	Inc. 9,847,800	Inc. 989,601	Dec. 4,881,179
Grain shipped over Loading Platforms.....	34,779,003	15,687,647	4,574,566	2,452,192
Decrease from 1912-13.....	2,338,224	Dec. 2,414,400	Dec. 61,351	Dec. 3,107,121
Grain inspected for Season.....	158,013,450	67,197,000	15,761,250	14,093,200

STATEMENT showing amount of Wheat received at Country Elevators during the under-mentioned crop years.

Year.	Bush
1903-04.....	36,602,372
1904-05.....	39,228,253
1905-06.....	59,174,694
1906-07.....	64,138,723
1907-08.....	40,511,790
1908-09.....	59,043,270
1909-10.....	78,105,514
1910-11.....	70,368,319
1911-12.....	103,946,852
1912-13.....	106,621,959
1913-14.....	124,273,520

	Oats	Barley.	Flax.
	Bush.	Bush.	Bush.
1908-09.....	18,592,447	1,372,857	1,776,076
1909-10.....	30,561,324	1,862,030	2,710,715
1910-11.....	29,044,659	1,479,207	2,600,192
1911-12.....	41,753,435	5,054,504	4,932,152
1912-13.....	42,230,663	10,370,149	16,766,975
1913-14.....	51,806,557	11,644,352	11,686,294

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CANADIAN visible supply, September 1, 1913-August 31, 1914.

Date.		Wheat.	Oats.	Barley.
		Bush.	Bush.	Bush.
Sept.	5, 1913	2,520,493	5,037,571	832,305
"	12	3,185,774	5,349,485	931,083
"	19	5,954,530	4,925,477	1,128,725
"	26	9,116,621	5,293,186	1,641,179
Oct.	3	11,420,694	6,274,813	2,051,118
"	10	12,758,769	7,104,321	2,865,445
"	17	15,982,611	6,803,584	3,167,175
"	24	17,080,960	6,967,764	3,457,276
"	31	18,585,106	7,909,528	3,931,887
Nov.	7	19,581,883	8,207,741	4,190,813
"	14	21,156,694	9,084,673	3,733,588
"	21	20,369,035	9,841,525	4,711,165
"	28	18,441,277	10,638,404	4,021,864
Dec.	5	15,739,648	9,326,288	3,361,570
"	12	17,379,057	9,211,383	3,121,202
"	19	21,712,778	14,760,594	3,959,448
"	26	23,613,483	16,764,719	3,994,049
Jan.	2, 1914	23,799,685	16,056,930	3,863,245
"	9	26,310,784	17,117,686	3,836,723
"	16	26,046,525	17,157,227	3,839,352
"	23	25,661,749	16,958,349	3,569,076
"	30	24,851,512	16,497,592	3,414,457
Feb.	6	24,742,778	16,057,957	3,629,532
"	13	23,817,295	16,132,350	3,402,171
"	20	22,796,051	15,655,624	2,979,540
"	27	22,056,053	14,863,306	3,043,241
Mar.	6	21,168,379	15,048,589	3,032,990
"	13	21,118,870	13,770,275	3,171,880
"	20	20,399,145	14,079,710	3,088,090
"	27	20,643,154	14,663,631	3,156,390
Apr.	3	21,364,101	15,326,119	3,334,868
"	10	21,850,949	15,324,204	3,725,130
"	17	21,852,140	14,799,937	3,588,632
"	24	18,647,043	12,151,883	3,159,908
May	1	17,431,331	10,643,730	3,374,634
"	8	17,319,375	11,771,271	2,672,694
"	15	16,190,257	11,857,594	2,701,930
"	22	14,815,018	10,720,302	2,862,306
"	29	13,811,624	9,986,774	2,114,943
June	5	12,069,488	9,782,303	2,094,342
"	12	12,186,066	9,568,461	1,071,597
"	19	10,240,401	7,652,380	1,328,847
"	26	10,513,010	6,473,963	1,181,095
July	3	9,159,583	7,583,805	862,310
"	10	8,540,491	6,055,227	629,985
"	17	8,063,951	5,591,791	803,533
"	24	7,981,110	4,492,593	877,190
"	31	8,596,693	3,725,576	519,600
Aug.	7	9,267,229	3,047,449	440,362
"	14	10,010,054	1,924,067	405,528
"	21	8,351,103	1,452,606	307,408
"	28	5,897,254	1,106,584	272,513

5 GEORGE V., A. 1915

GRAIN IN STORE AT FORT WILLIAM AND PORT ARTHUR.

WEEKLY, for the Crop Year, September 1, 1913, to August 31, 1914.

Date.		Wheat.	Oats.	Barley.	Flax.
		Bush.	Bush.	Bush.	Bush.
Sept.	4, 1913	788,093	2,061,423	250,831	1,629,044
"	11	1,431,797	2,049,314	392,336	1,621,247
"	18	4,246,990	1,916,124	739,403	1,606,054
"	25	7,127,194	2,388,586	1,131,929	1,540,775
Oct.	2	8,061,690	3,123,874	1,292,829	1,701,190
"	9	7,979,260	3,928,745	1,730,356	1,518,489
"	16	10,106,246	3,682,927	2,212,019	1,491,735
"	23	10,664,759	3,514,454	2,557,301	1,930,096
"	30	10,913,404	3,600,187	2,760,438	1,665,952
Nov.	6	11,393,948	3,365,331	2,557,045	2,124,496
"	13	13,084,142	3,953,049	2,218,477	2,281,647
"	20	11,746,469	4,437,393	2,449,355	2,470,061
"	27	10,452,546	4,818,925	2,139,495	2,617,622
Dec.	4	6,537,389	3,299,860	1,177,364	1,405,720
"	11	6,694,613	3,308,989	1,135,912	1,354,305
"	18	7,122,051	3,794,535	1,274,071	2,011,239
"	25	8,573,869	3,920,650	1,291,442	2,314,229
Jan.	1, 1914	9,094,481	4,112,554	1,324,937	2,190,624
"	8	10,025,111	4,235,219	1,360,000	2,356,599
"	15	10,321,556	4,027,314	1,315,002	2,421,006
"	23	10,532,061	4,086,230	1,306,617	2,470,112
"	29	10,682,068	3,936,072	1,293,394	2,541,413
Feb.	5	10,874,206	3,898,996	1,289,765	2,614,304
"	12	10,882,656	3,857,622	1,221,431	2,648,297
"	19	10,738,854	3,776,536	1,235,758	2,668,816
"	26	10,700,086	3,596,040	1,230,882	2,714,865
Mar.	5	10,565,681	3,594,518	1,268,770	2,756,854
"	12	10,950,594	3,802,948	1,332,193	2,761,449
"	19	11,418,382	4,318,710	1,399,037	2,819,442
"	26	11,905,604	4,934,593	1,513,226	2,896,190
Apr.	2	12,943,184	5,766,035	1,653,153	3,012,235
"	9	14,001,560	6,405,682	1,777,361	3,155,535
"	16	14,870,904	7,119,433	1,881,063	3,342,061
"	23	16,155,121	7,840,391	1,970,034	3,517,395
May	2	14,353,050	6,818,544	2,028,389	3,684,011
"	9	12,246,979	6,032,554	1,561,896	3,778,943
"	16	8,988,406	5,672,012	1,469,234	3,715,461
"	23	6,960,152	5,007,798	1,248,752	3,613,269
"	30	5,169,221	4,125,225	798,743	3,580,874
June	6	4,455,608	3,260,108	636,671	3,573,608
"	13	4,240,807	2,234,608	230,826	3,650,989
"	20	4,129,976	1,307,339	201,854	3,703,744
"	27	4,028,375	468,570	263,007	3,741,511
July	4	3,599,772	619,770	246,326	3,712,315
"	11	2,827,402	934,260	234,368	3,009,290
"	18	2,902,032	1,087,339	283,048	2,317,832
"	25	2,411,042	1,082,412	187,535	2,370,433
Aug.	1	1,914,555	1,093,316	173,087	2,326,611
"	8	1,806,111	734,086	155,037	2,367,577
"	15	1,729,972	338,411	161,749	2,396,107
"	22	1,161,352	101,922	122,162	2,382,548
"	29	1,121,333	100,193	120,086	2,338,318

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STATEMENT showing opening and closing of Navigation at Fort William and Port Arthur, for the years 1886 to 1914, inclusive.

Year.	Opening.	Closing
1886.....	April 30.....	Nov. 30
1887.....	May 18.....	Nov. 30
1888.....	May 22.....	Nov. 30
1889.....	April 15.....	Dec. 2
1890.....	April 20.....	Dec. 1
1891.....	April 27.....	Dec. 2
1892.....	April 18.....	Nov. 30
1893.....	May 1.....	Dec. 2
1894.....	April 17.....	Dec. 1
1895.....	April 25.....	Dec. 6
1896.....	April 21.....	Dec. 5
1897.....	April 21.....	Dec. 9
1898.....	April 11.....	Dec. 10
1899.....	April 26.....	Dec. 12
1900.....	April 19.....	Dec. 4
1901.....	April 20.....	Dec. 12
1902.....	April 1.....	Dec. 5
1903.....	April 9.....	Dec. 6
1904.....	April 30.....	Dec. 10
1905.....	April 25.....	Dec. 11
1906.....	April 17.....	Dec. 14
1907.....	April 30.....	Dec. 10
1908.....	April 14.....	Dec. 18
1909.....	April 28.....	Dec. 10
1910.....	April 13.....	Dec. 6
1911.....	April 21.....	Dec. 10
1912.....	April 23.....	Dec. 17
1913.....	April 24.....	Dec. 13
1914.....	April 24.....	Dec. 11

5 GEORGE V., A. 1915

RATES by Rail on Grain from points in Manitoba, Saskatchewan and Alberta, by the Grand Trunk Pacific Railway to Fort William and Port Arthur.

From.	To.	CENTS PER BUSHEL.			
		Wheat.	Oats.	Barley.	Flax.
Manitoba.					
Cabot.....	Fort William and Port Arthur...	7.20	4.08	5.76	7.28
Gregg.....	" ".....	7.20	4.42	6.24	7.84
Lozare.....	" ".....	9	5.10	7.20	8.96
Portage la Prairie.....	" ".....	7.20	4.08	5.76	7.28
Rivers.....	" ".....	9	5.10	7.20	8.96
Uno.....	" ".....	9	5.10	7.20	8.96
Winnipeg.....	" ".....	6	3.40	4.80	6.16
Saskatchewan.					
Avonhurst.....	" ".....	10.80	6.12	8.64	10.64
Asquith.....	" ".....	13.80	7.82	11.04	13.44
Bremen.....	" ".....	13.20	7.48	10.56	12.88
Bradwell.....	" ".....	13.20	7.48	10.56	12.88
Battleford.....	" ".....	13.80	7.82	11.04	13.44
Balcarres.....	" ".....	10.20	5.78	8.16	10.08
Biggar.....	" ".....	13.80	7.82	11.04	13.44
Fort Qu'Appelle.....	" ".....	10.80	6.12	8.64	10.64
Melville.....	" ".....	10.20	5.78	8.16	10.08
Moosejaw.....	" ".....	10.80	6.12	8.64	10.64
Mawer.....	" ".....	12.60	7.14	10.08	12.32
Nokomis.....	" ".....	12.60	7.14	10.08	12.32
Obon.....	" ".....	13.80	7.82	11.04	13.44
Touchwood.....	" ".....	11.40	6.46	9.12	11.20
Regina.....	" ".....	10.80	6.12	8.64	10.64
Saskatoon.....	" ".....	13.20	7.14	10.56	12.88
Scott.....	" ".....	14.40	8.16	11.52	14.00
Watrous.....	" ".....	13.20	7.48	10.56	12.88
Young.....	" ".....	13.20	7.48	10.56	12.88
Zelne.....	" ".....	13.20	7.48	10.56	12.88
Alberta.					
Alix.....	" ".....	15	8.50	12	14.56
Beiseker.....	" ".....	15	8.50	12	14.56
Bashaw.....	" ".....	15	8.50	12	14.56
Camrose.....	" ".....	15	8.50	12	14.56
Calgary.....	" ".....	14.40	8.16	12.48	14.00
Edmonton.....	" ".....	15	8.50	12	14.56
Holden.....	" ".....	15	8.50	12	14.56
Mirror.....	" ".....	15	8.50	12	14.56
Ryley.....	" ".....	15	8.50	12	14.56
Stoney Plains.....	" ".....	15.60	8.84	12.48	15.12
Tofield.....	" ".....	15	8.50	12	14.56
Trochu.....	" ".....	15	8.50	12	14.56
Viking.....	" ".....	15	8.50	12	14.56
Wainwright.....	" ".....	14.40	8.16	11.52	14.00

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RATES by Rail on Grain from points in Manitoba, Saskatchewan and Alberta, by the Canadian Northern Railway to Port Arthur.

From	To	CENTS PER BUSHEL.			
		Wheat.	Oats.	Barley.	Flax.
<i>Manitoba.</i>					
Brandon.....	Port Arthur.....	7.80	4.42	6.24	7.84
Baldur.....	"	7.80	4.42	6.24	7.84
Carman.....	"	7.20	4.08	5.76	7.28
Carberry.....	"	7.80	4.42	6.24	7.84
Dauphin.....	"	9.00	5.10	7.20	8.96
Emerson.....	"	7.20	4.08	5.76	7.28
Gladstone.....	"	7.80	4.42	6.24	7.84
Gilbert Plains.....	"	9.00	5.10	7.20	8.96
Hartney.....	"	9.00	5.10	7.20	8.96
Miama.....	"	7.20	4.08	5.76	7.28
Neepawa.....	"	7.80	4.42	6.24	7.84
Oakland.....	"	7.20	4.08	5.76	7.28
Portage la Prairie.....	"	7.20	4.08	5.76	7.28
Russell.....	"	9.00	5.10	7.20	8.96
Roland.....	"	7.20	4.08	5.76	7.28
Somerset.....	"	7.80	4.42	6.24	7.84
Rapid City.....	"	8.40	4.76	6.72	8.40
Virden.....	"	9.00	5.10	7.20	8.96
Winnipeg.....	"	6.00	3.40	4.80	6.72
<i>Saskatchewan.</i>					
Avonlea.....	"	10.80	6.12	8.64	10.64
Blain Lake.....	"	14.40	8.16	11.52	14.00
Bengough.....	"	11.40	6.46	9.12	11.20
Carlyle.....	"	9.60	5.44	7.68	9.52
Canora.....	"	10.20	5.78	8.16	10.08
Dundurn.....	"	13.20	7.48	10.56	12.88
Elrose.....	"	14.40	8.16	11.52	14.00
Gravelbourg.....	"	12.00	6.80	9.60	11.76
Humboldt.....	"	12.60	7.14	10.08	12.32
Kipling.....	"	10.20	5.78	8.16	10.08
Kindersley.....	"	14.40	8.16	11.52	14.00
Kamsack.....	"	10.20	5.78	8.16	10.08
Lumsden.....	"	10.80	6.12	8.64	10.64
Lloydminster.....	"	14.40	8.16	11.52	14.00
Maidstone.....	"	14.40	8.16	11.52	14.00
Moosejaw.....	"	10.80	6.12	8.64	10.64
Maryfield.....	"	9.60	5.44	7.68	9.52
North Battleford.....	"	13.80	7.82	11.04	13.44
Prince Albert.....	"	13.80	7.82	11.04	13.44
Regina.....	"	10.80	6.12	8.64	10.64
Rosthern.....	"	13.80	7.82	11.04	13.44
Radville.....	"	10.80	6.12	8.64	10.64
Shellbrook.....	"	14.40	8.16	11.52	14.00
Saskatoon.....	"	13.20	7.48	10.56	12.88
Tisdale.....	"	13.20	7.48	10.56	12.88
Vawn.....	"	14.40	8.16	11.52	14.00
Wadena.....	"	11.40	6.46	9.12	11.20
Warman.....	"	13.20	7.48	10.56	12.88
Wakopa.....	"	7.80	4.42	6.24	7.84
Zealandia.....	"	13.80	7.82	11.04	13.44
<i>Alberta.</i>					
Alness.....	"	15.00	8.50	12.00	14.56
Barlow.....	"	14.40	8.16	11.52	14.00
Big Valley.....	"	15.00	8.50	12.00	14.56
Camrose.....	"	15.00	8.50	12.00	14.56
Calgary.....	"	14.40	8.16	11.52	14.00
Drumheller.....	"	15.00	8.50	12.00	14.56
Edmonton.....	"	15.00	8.50	12.00	14.56
Fort Saskatchewan.....	"	15.00	8.50	12.00	14.56
Hanna.....	"	15.00	8.50	12.00	14.56
Munson.....	"	15.00	8.50	12.00	14.56
Stettler.....	"	15.00	8.50	12.00	14.56
Vegreville.....	"	15.00	8.50	12.00	14.56
Youngstown.....	"	15.00	8.50	12.00	14.56
Youngstown.....	"	15.00	8.50	12.00	14.56

5 GEORGE V., A. 1915

RATES by Rail on Grain from points in Manitoba, Saskatchewan and Alberta, by the Canadian Pacific Railway to Fort William and Port Arthur.

From	To	CENTS PER BUSHEL.			
		Wheat.	Oats.	Barley.	Flax.
Manitoba.					
Binscarth.....	Fort William and Port Arthur...	9	5.10	7.20	8.96
Boissevain.....	"	7.80	4.42	6.24	7.84
Brandon.....	"	7.80	4.42	6.24	7.84
Bradwardine.....	"	9	5.10	7.20	8.96
Carberry.....	"	7.80	4.42	6.24	7.84
Carman.....	"	7.20	4.08	5.76	6.72
Crystal City.....	"	7.80	4.42	6.24	7.84
Dalny.....	"	9	5.10	7.20	8.96
Deloraine.....	"	9	5.10	7.20	8.96
Dominion City.....	"	7.20	4.08	5.76	6.72
Emerson.....	"	7.20	4.08	5.76	6.72
Gladstone.....	"	7.80	4.42	6.24	7.84
Gimli.....	"	7.80	4.42	6.24	7.84
Hamiota.....	"	9	5.10	7.20	8.96
Killarney.....	"	7.80	4.42	6.24	7.84
Minnedosa.....	"	7.80	4.42	6.24	7.84
Morden.....	"	7.20	4.08	5.76	6.72
Neepawa.....	"	7.80	4.42	6.24	7.84
Napinka.....	"	9	5.10	7.20	8.96
Port. La Prairie.....	"	7.20	4.08	5.76	6.72
Souris.....	"	8.40	4.76	6.72	8.40
Shoal Lake.....	"	9	5.10	7.20	8.96
Treherm.....	"	7.80	4.42	6.24	7.84
Teulon.....	"	7.80	4.42	6.24	7.84
Winnipeg.....	"	6	3.40	4.80	6.16
Wellwood.....	"	7.80	4.42	6.24	7.84
Saskatchewan.					
Assiniboia.....	"	12	6.80	9.60	11.76
Abernethy.....	"	10.20	5.78	8.16	10.08
Arcola.....	"	9.60	5.44	7.68	9.52
Burrows.....	"	9.60	5.44	7.68	9.52
Balgonie.....	"	10.80	6.12	8.64	10.64
Carnduff.....	"	9.60	5.44	7.68	9.52
Colonsay.....	"	13.20	7.48	10.56	12.85
Esterhazy.....	"	9.60	5.44	7.68	9.52
Expanse.....	"	11.40	6.46	9.12	11.20
Eyebrow.....	"	12.60	7.14	10.08	12.32
Forget.....	"	10.20	5.78	8.16	10.08
Halbrite.....	"	10.80	6.12	8.64	10.64
Indian Head.....	"	10.20	5.78	8.16	10.08
Kerrobert.....	"	14.40	8.16	11.52	14.00
Lanigan.....	"	12.60	7.14	10.08	12.32
Liberty.....	"	12.60	7.14	10.08	12.30
Moosomin.....	"	9.60	5.44	7.68	9.52
Moosejaw.....	"	10.80	6.12	8.64	10.64
Mortlach.....	"	11.40	6.46	9.12	11.20
Maryfield.....	"	9.60	5.44	7.68	9.52
Macklin.....	"	14.40	8.16	11.52	14.00
Neptune.....	"	10.80	6.12	8.64	10.64
Neudorf.....	"	10.20	5.78	8.16	10.08
Osage.....	"	10.20	5.78	8.16	10.08
Outlook.....	"	13.20	7.48	10.56	12.88
Qu'Appelle.....	"	10.20	5.78	8.16	10.08
Regina.....	"	10.80	6.12	8.64	10.64
Rocanville.....	"	9.60	5.44	7.68	9.52
Stoughton.....	"	10.20	5.78	8.16	10.08
Shaunavon.....	"	13.20	7.48	10.56	12.88
Swift Current.....	"	12.00	6.80	9.60	11.76
Saskatoon.....	"	13.20	7.48	10.56	12.88
Strassburg.....	"	11.40	6.46	9.12	11.20

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RATES by Rail on Grain from points in Manitoba, Saskatchewan and Alberta, by the Canadian Pacific Railway to Fort William and Port Arthur.—*Continued.*

From	To	CENTS PER BUSHEL.			
		Wheat.	Oats.	Barley.	Flax.
<i>Saskatchewan—Continued.</i>					
Trossacks.....	Fort William and Port Arthur...	10.80	6.12	8.64	10.64
Yorktown.....	“ “	10.20	5.78	8.16	10.08
Yellow Grass.....	“ “	10.80	6.12	8.64	10.64
Westerham.....	“ “	13.80	7.82	11.04	13.44
Wauchope.....	“ “	9.60	5.44	7.68	9.52
Windthorst.....	“ “	10.20	5.78	8.16	10.08
Wilkie.....	“ “	14.40	8.16	11.52	14.00
Weyburn.....	“ “	10.80	6.12	8.64	10.64
Vanguard.....	“ “	12.60	7.14	10.08	12.32
Varcoe.....	“ “	8.40	4.76	6.72	8.40
<i>Alberta..</i>					
Alix.....	“ “	15.	8.50	12	14.56
Acme.....	“ “	15	8.50	12	14.56
Burdett.....	“ “	13.20	7.48	10.56	12.88
Bassano.....	“ “	13.80	7.82	11.04	13.44
Claresholm.....	“ “	15	8.50	12	14.56
Coronation.....	“ “	15	8.50	12	14.56
Camrose.....	“ “	15	8.50	12	14.56
Calgary.....	“ “	14.40	8.16	11.52	14
Carstairs.....	“ “	15	8.50	12	14.56
Carmangay.....	“ “	14.40	8.16	11.52	14
Consort.....	“ “	14.40	8.16	11.52	14
Cardston.....	“ “	15	8.50	12	14.56
Coutts.....	“ “	15	8.50	12	14.56
Edmonton.....	“ “	15	8.50	12	14.56
Empress.....	“ “	15.30	8.67	12.24	14.84
Gleichen.....	“ “	13.80	7.82	11.04	13.44
Hardisty.....	“ “	14.40	8.16	11.52	14
High River.....	“ “	15	8.50	12	14.56
Irracana.....	“ “	14.40	8.16	11.52	14
Kipp.....	“ “	14.40	8.16	11.52	14
Lacombe.....	“ “	15	8.50	12	14.56
Lethbridge.....	“ “	13.80	7.82	11.04	13.44
Lomond.....	“ “	14.40	8.16	11.52	14
Medicine Hat.....	“ “	13.20	7.48	10.56	12.88
Macleod.....	“ “	14.40	8.16	11.52	14.
Millett.....	“ “	15	8.50	12	14.56
Nanton.....	“ “	15	8.50	12	14.56
Nightingale.....	“ “	14.40	8.16	11.52	14
Olds.....	“ “	15	8.50	12	14.56
Okotoks.....	“ “	15	8.50	12	14.56
Provost.....	“ “	14.40	8.16	11.52	14
Pincher.....	“ “	15	8.50	12	14.56
Red Deer.....	“ “	15	8.50	12	14.56
Standard.....	“ “	14.40	8.16	11.52	14
Suffield.....	“ “	13.20	7.48	10.56	12.88
Stetler.....	“ “	15	8.50	12	14.56
Vulcan.....	“ “	15	8.50	12	14.56
Wetaskiwin.....	“ “	15	8.50	12	14.56
Walsh.....	“ “	13.20	7.48	10.56	12.88

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RATES by Rail, on Grain from Fort William and Port Arthur by the Canadian Pacific Railway to the undermentioned points.

From Fort William and Port Arthur to Points in	RATE PER BUSHEL.			
	Wheat.	Oats.	Barley.	Flax.
<i>Ontario.</i>				
Arnprior.....	12	6.80	9.60	11.20
Belleville.....	12	6.80	9.60	11.20
Brantford.....	12	6.80	9.60	11.20
Brockville.....	12	6.80	9.60	11.20
Carleton Place.....	12	6.80	9.60	11.20
Chalk River.....	12	6.80	9.60	11.20
Cornwall.....	12	6.80	9.60	11.20
Depot Harbour.....	12	6.80	9.60	11.20
Essex.....	12	6.80	9.60	11.20
Galt.....	12	6.80	9.60	11.20
Gananoque.....	12	6.80	9.60	11.20
Guelph.....	12	6.80	9.60	11.20
Goderich.....	12	6.80	9.60	11.20
Hamilton.....	12	6.80	9.60	11.20
Ingersoll.....	12	6.80	9.60	11.20
Kempton.....	12	6.80	9.60	11.20
Kingston.....	12	6.80	9.60	11.20
London.....	12	6.80	9.60	11.20
Niagara Falls.....	12	6.80	9.60	11.20
Orillia.....	12	6.80	9.60	11.20
Owen Sound.....	12	6.80	9.60	11.20
Ottawa.....	12	6.80	9.60	11.20
Palmerston.....	12	6.80	9.60	11.20
Pembroke.....	12	6.80	9.60	11.20
Perth.....	12	6.80	9.60	11.20
Prescott.....	12	6.80	9.60	11.20
Peterborough.....	12	6.80	9.60	11.20
Toronto.....	12	6.80	9.60	12.60
Windsor.....	12	6.80	9.60	11.20
<i>Quebec.</i>				
Athelstan.....	15	8.50	12	14
Aylmer.....	13.50	7.65	10.80	12.60
Beauharnois.....	13.80	7.82	11.04	12.88
Beauport.....	16.50	9.35	13.20	15.40
Chicoutimi.....	19.20	10.88	15.36	17.92
Cookshire.....	16.20	9.18	12.96	15.12
Coteau Junction.....	12	6.80	9.60	11.20
Dorval.....	12	6.80	9.60	11.20
Gracefield.....	15	8.50	12	14
Howick.....	13.80	7.82	11.04	12.88
Huntingdon.....	14.40	8.16	11.52	13.44
Iberville Junction.....	13.80	7.82	11.34	12.88
Joliette.....	14.40	8.16	11.52	13.44
Knowlton.....	15	8.50	12	14
Levis.....	15	8.50	12	14
Montreal.....	12	6.80	9.60	12.60
Ormstown.....	14.40	8.16	11.52	13.44
Quebec.....	15	8.50	12	14
Rimouski.....	19.50	11.05	15.60	18.20
St. Hyacinthe.....	13.80	7.82	11.34	12.88
St. Polycarpe Junction.....	12	6.80	9.60	11.20
Shawenegan Falls.....	15	8.60	12	14
Shawville.....	14.40	8.16	11.52	13.44
Sherbrooke.....	15	8.50	12	14
Sorel.....	15.60	8.84	12.48	14.56
Stanstead.....	16.20	9.18	12.96	15.12
Three Rivers.....	15	8.50	12	14
Valleyfield.....	12	6.80	9.60	11.20
Waterloo.....	15	8.50	12	14

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RATES by Rail on Grain from Fort William and Port Arthur by the Canadian Pacific Railway to the undermentioned Points—*Continued.*

From Fort William and Port Arthur to Points in	RATE PER BUSHEL.			
	Wheat.	Oats.	Barley.	Flax.
<i>New Brunswick.</i>				
Bathurst.....	19.50	11.05	15.60	18.20
Campbellton.....	19.50	11.05	15.60	18.20
Dalhousie Junction.....	19.50	11.05	15.60	18.20
Edmundston.....	20.40	11.56	16.32	19.04
Fredericton.....	18	10.20	14.40	16.80
Grand Falls.....	22.80	12.92	18.24	21.28
Moncton.....	18.90	10.71	15.12	17.64
St. John.....	18	10.20	14.40	16.80
West St. John.....	18	10.20	14.40	16.80
Woodstock.....	21	11.90	16.80	19.60
<i>Nova Scotia.</i>				
Antigonish.....	21	11.90	16.80	19.60
Dartmouth.....	19.50	11.05	15.60	18.20
Glace Bay—				
(Summer).....	23.40	13.26	18.72	21.84
(Winter.).....	24.90	14.11	19.92	23.24
Haliburton.....	19.50	11.05	15.60	18.20
Halifax.....	19.50	11.05	15.60	18.20
Mulgrave—				
(Summer).....	20.70	11.73	16.56	19.32
(Winter).....	21.90	12.41	17.52	20.44
Stillwater.....	25.80	14.62	20.64	24.08
Pictou.....	19.50	11.05	15.60	18.20
Sydney—				
(Summer).....	20.70	11.73	16.56	19.32
(Winter).....	22.20	12.58	17.76	20.72
Truro.....	19.50	11.05	15.60	18.20
Yarmouth.....	22.20	12.58	17.76	20.72

ENTRIES of Foreign Flour into London by weeks (Sacks—280 lbs.)

Date.	U. S. A.	Canada.	Australia.	Argentine.	Germany.	Holland.	France.	Russia.	Aus.-Hung.	Belgium.	Italy.	S. Africa.	Others.	Total.
1913.														
Sept. 5.....	18,139	6,260	1,600	404	207	199	60	50						26,919
" 12.....	5,839	27,392		257	326	400	1,045							35,259
" 19.....	18,616	12,684	1,054	1,106	180	1,610	265			50				35,265
" 26.....	15,514	19,316	2,600	2,829	14	1,102	2,086			300	325			41,086
Oct 3.....	22,061	9,115			385	1,685				125		144		33,515
" 10.....	9,112	16,373			40	287	1,954	50	920				617	29,353
" 17.....	33,091	4,300	2,400	1,200	1,125	132	796			300		208		43,552
" 24.....	24,515	8,579	8,325		310	10	500		255	375			193	43,062
" 31.....	12,092	25,529		1,427	250	352	2,392	500		1,700				44,242
Nov. 7.....	14,215	14,225	2,400	1,335	600	1,102	557			250	524		1,910	37,118
" 14.....	13,847	11,473	3,520	1,051	550	1,430	2,380		740	600	250			35,841
" 21.....	21,403	26,772		105		75	1,500		775	260	375			51,965
" 28.....	7,028	22,595		501	1,090	177	510				257			32,158
Dec. 5.....	23,707	4,911		1,033	25	100	2,425	50		550				32,801
" 12.....	15,285	25,785	3,302	644	137	340	1,147	574	615	675	480			48,984
" 19.....	36,480	10,651	1,600		2,271	67	2,292				126		8	53,495
" 26.....	29,526					5				500	150		750	30,931
1914.														
Jan. 2.....	21,066	6,034	2,214		125	435	2,200			350	150			32,574
" 9.....	27,657		1,600	1,111	240		1,832		1,218	375	475			34,508
" 16.....	19,500			639	410	5	239	50		100			5	20,948
" 23.....	41,542	6,846	2,232			1,027	1,804							53,451
" 30.....	33,355	374			250	120	1,232			1,000			1,069	37,818
Feb. 6.....	32,486	16,006	1,072	1,500	645	110	4,195		1,650	1,252	610			59,526
" 13.....	17,902	16,467			75	25	225	50	1,215	500		4	13	36,476
" 20.....	23,004	1,000			734	100	2,800	125		362				28,125
" 27.....	13,429				25	125	2,987		1,335	110				18,011
Mar. 6.....	972	7,070	2,400	1,574		125	2,310	11		1,000	250			15,712
" 13.....	16,321	5,250			50	272	1,550	35	930	210	850			25,468
" 20.....	13,512	22,930			685	325	1,835			1,075	755		370	41,487
" 27.....	28,376	1,200	1,962		300	17	400	50		950	250		495	34,000
April 3.....	19,682	8,900	1,600	2,500		237	1,550	20	530	1,285	250			35,754
" 10.....	3,849	3,949			800		2,125			100			32	12,455
" 17.....	33,048				100	137	2,370	350	835	360	350		5	40,755
" 24.....	28,496	7,800	2,727		631	15	1,484			2,135			2,086	45,374
May 1.....	9,734	13,225	800		650	55	2,950		200	1,500	400			29,514
" 8.....	5,350				150	125	5,515		600	650	250			13,433
" 15.....	18,591	23,272	4,144		500	50	3,467			625	583		142	51,374

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"	22	4,249	11,681	8,260	294	210	60	1,900	3,600			875				333	31,712
"	29	8,125	5,850	2,001			257	1,400	100			532	400				19,375
June	5	37,293	11,800	1,600		300	90	3,528	1,000			700					56,571
"	12	18,941	9,250						1,738			1,100	149			333	31,511
"	19	12,967	1,400	800	4,000	50	262	2,878	2,048			225					25,330
"	26	22,935	28,775	1,801		665	115	1,020	1,447			110	517	12			57,397
July	3		22,225				100	1,600				110	930				25,295
"	10	12,658	11,165				778	2,055	4,144			925	523			161	33,109
"	17	9,125	7,597				101	2,277	2,824			1,135	400			1,850	41,794
"	24	3,780	4,980	14,208			100	225	4,067			150	500				14,310
"	31	12,675	8,002	8,100		508	200	370	1,350			200	850			1,825	33,622
Aug.	7	11,224	20,445	2,500		50		1,650				100	1,210				37,129
"	14	5,902	15,086	801									865				23,134
"	21	14,622	15,998										125			100	15,845
"	28	12,349	21,425														33,774
Total.....		915,187	566,962	89,123	29,498	16,363	14,441	81,882	24,233	15,248	25,786	14,129	368	12,297			1,805,517

World's Wheat Shipments in 000' Bushels.

For Week Ending.		America.	Russia.	Danube.	India.	Argentine.	Australia.	Others.	Total.
1913.									
Sept.	6.	5,208	3,808	504	296	928	1,064	272	12,080
"	13.	4,824	5,760	408	816	920	408	192	13,328
"	20.	4,568	6,440	640	1,088	104	656	296	13,792
"	27.	6,976	3,520	864	256	616	448	208	12,888
Oct.	4.	7,416	4,320	888	480	384	440	232	14,160
"	11.	6,312	5,456	1,632	616	712	304	312	15,344
"	18.	7,632	3,784	960	400	88	280	328	13,472
"	25.	6,072	4,400	1,208	168	328	480	32	12,688
Nov.	1.	5,496	2,576	1,240	144	208	408	480	10,552
"	8.	7,904	3,752	1,640	496	296	896	216	15,200
"	15.	7,244	4,344	1,704	224	438	746	216	14,916
"	22.	6,288	6,176	1,520	616	336	304	200	15,440
"	29.	5,680	3,872	1,680	488	440	384	272	12,816
Dec.	6.	5,680	3,080	2,256	264	184	432	256	12,152
"	13.	6,056	2,872	888	142	216	648	176	10,998
"	20.	5,840	3,344	2,568	56	400	720	96	13,024
"	27.	4,696	2,536	2,096	.....	512	616	104	10,560
1914.									
Jan.	3.	5,840	2,904	1,784	48	72	848	136	11,632
"	10.	6,936	2,104	1,960	312	288	1,880	120	13,600
"	17.	6,232	1,968	2,184	.....	816	3,264	160	14,624
"	24.	4,952	1,484	680	392	848	3,752	104	12,212
"	31.	2,968	2,818	2,456	40	1,600	2,464	150	12,496
Feb.	7.	5,080	2,470	2,224	.....	1,808	2,368	50	14,000
"	14.	3,448	4,008	1,032	144	1,920	2,152	112	12,816
"	21.	3,448	2,760	912	.....	2,376	3,840	136	13,472
"	28.	3,568	1,920	928	170	2,136	2,096	120	10,938
Mar.	7.	3,808	2,408	712	104	2,376	2,432	136	11,976
"	14.	4,440	2,792	1,288	64	1,776	2,744	304	13,408
"	21.	4,056	2,228	1,376	.....	1,496	2,640	172	11,968
"	28.	2,556	2,528	1,288	96	1,844	2,440	80	10,832
Apr.	4.	3,088	3,128	1,632	48	1,232	1,864	48	11,040
"	11.	3,568	3,376	1,696	192	1,168	1,544	120	11,664
"	18.	3,328	3,696	912	80	848	928	.....	9,792
"	25.	2,848	3,024	888	56	632	1,456	104	9,008
May	2.	3,088	2,800	1,040	72	456	1,712	80	9,248
"	9.	3,688	4,856	1,424	104	1,344	2,112	104	13,632
"	16.	4,568	5,120	1,824	216	1,904	1,016	80	13,728

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"	23...	5,496	4,776	1,384	24	1,176	704	48	13,608
"	30...	4,568	3,624	2,272	1,232	560	736	53	13,045
June	6...	6,672	4,576	832	1,224	1,256	2,368	32	16,960
"	13...	3,208	3,840	824	1,264	1,712	968	120	11,936
"	20...	4,440	4,200	1,056	1,584	736	640	4	12,660
"	27...	5,080	3,456	464	2,184	1,088	1,064	88	13,424
July	4...	5,352	2,472	984	1,728	360	944	48	11,888
"	11...	6,288	3,736	248	1,264	320	728	72	12,656
"	18...	6,384	2,080	456	1,264	514	704	62	11,464
"	25...	9,160	1,928	296	1,132	312	976	84	13,888
Aug.	1...	10,608	1,696	320	696	312	232		13,864
"	8...	5,252			696	456	420		6,884
"	15...	5,200			304	24	938	76	6,542
"	22...	10,778				416	540	260	11,994
"	29...	10,017			296		204	256	10,773
Total		283,897	164,816	60,072	23,580	42,292	64,952	7,407	647,122

RATES per Bushel on Wheat, Oats, Barley and Flax for the undermentioned months from Fort William to

MONTH.	BUFFALO.				GEORGIAN BAY PORTS.				PT. COLBORNE.			MONTREAL.	
	Wheat.		Oats.		Flax.		Wheat.		Oats.		Barley.		Oats.
	cts.		cts.		cts.		cts.		cts.		cts.		
May, 1914.....	1-1- $\frac{1}{8}$		7- $\frac{7}{8}$		1		1-1 $\frac{1}{4}$		3-1		ABOUT THE SAME AS BUFFALO.		cts.
June, 1914.....	3-1		3- $\frac{7}{8}$				1-1 $\frac{1}{4}$		3-7				3-3 $\frac{1}{4}$
July, 1914.....	2- $\frac{3}{4}$		4- $\frac{3}{4}$				1-1- $\frac{1}{8}$		4-8				2 $\frac{3}{4}$
Aug., 1914.....			4				1						2 $\frac{1}{2}$ -3 $\frac{1}{2}$
Sept., 1914.....	1												
Oct., 1914.....	1		1				1 $\frac{1}{2}$		1-1 $\frac{1}{4}$				3-3 $\frac{1}{4}$
Nov., 1914.....	2		1-8				1-3-8		1 $\frac{1}{4}$				3 $\frac{1}{4}$

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CASH WHEAT PRICES.

DAILY current Cash Price from September 1, 1913, to August 31, 1914. No. 1
Northern Basis, in store, Fort William.

	1913.				1914.							
	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.
1.....		82.0	81.7	83.5				89.3	90.3	94.6		97.7
2.....	88.0	81.6		83.0	83.4	86.4	91.1	90.0	91.1	95.2	89.6	
3.....	89.3	81.6	81.6	83.0	84.1	86.1	90.4	90.0			89.6	98.4
4.....	89.6	81.3	81.3	84.0		86.2	90.4	89.6		95.1	89.7	101.0
5.....	89.0		80.5	84.4	84.4	86.4	89.7		91.7	95.6		107.0
6.....	88.6	81.1	81.5	84.4	84.5	87.2	90.2	89.2	92.1	96.0	90.2	109.2
7.....		81.3	82.0		84.5	87.3	89.3	88.6	92.4		90.2	113.4
8.....	88.4	81.3	81.7	84.2	84.5			89.3	92.6	95.7	90.0	109.4
9.....	89.0	81.1		84.3	84.5	87.4	89.6	89.2	93.1	95.2	90.5	
10.....	89.0	81.6	82.5	84.1	84.6	88.0	90.1			94.6	90.1	
11.....	88.6	81.4	82.6	83.4		88.2	90.1	89.5	94.0	94.1	90.2	111.5
12.....	88.4		82.6	83.4	85.2	88.5	89.6		93.3	92.5		110.3
13.....	87.4	81.0	83.4	83.2	85.4	88.2	89.7	89.2	94.0	93.0	89.2	108.6
14.....		80.4	83.4		86.2	88.5	89.7	89.5	94.3		88.0	105.2
15.....	86.6	79.4	84.4	83.2	86.3			90.0	94.2	93.3	88.0	103.4
16.....	86.3	78.4		82.5	85.7	88.2	90.2	89.2	95.0	92.6	89.3	
17.....	86.4	78.3	85.0	83.3	85.1	90.2	90.1	89.4		92.1	89.6	102.4
18.....	86.2	78.0	84.4	81.5		90.1	90.4	89.4	94.7	91.1	89.5	104.6
19.....	86.0		85.2	82.3	85.0	90.4	90.7		95.6	92.0		109.3
20.....	85.0		85.0	82.4	85.2	90.3	90.5	89.4	96.5	91.6	89.7	106.2
21.....		78.6	84.7		85.2	90.6	90.6	90.1	95.4		90.5	105.6
22.....	83.6	79.0	85.0	82.6	85.6			91.3	94.5	90.2	91.0	108.0
23.....	83.0	79.0		82.4	86.3	90.7	91.0	91.1	95.2	88.6	91.6	
24.....	82.6	79.0	85.0	82.6	86.5	90.6	90.5	91.1		89.6	91.5	108.6
25.....	82.2	79.2	85.4			91.0	90.5	91.7		89.5	92.7	113.2
26.....	82.6		85.3		86.2	91.4	90.6		94.6	88.3		116.7
27.....	83.0	81.2	84.2		86.3	91.2	90.5	91.7	95.0	88.6	92.0	115.4
28.....		80.7	84.2		86.5	91.1	90.4	91.2	95.1		96.4	112.6
29.....	83.1	82.3	82.7	83.3	86.2			90.6	94.6	88.4	94.0	112.7
30.....	82.4	82.0		83.0	85.7		89.6	90.5	94.5	88.0	99.1	
31.....		82.5		83.3	85.7		88.5				95.4	115.3

5 GEORGE V., A. 1915

COMPARATIVE PRICES—CASH WHEAT.

COMPARATIVE PRICES—CASH WHEAT—*Continued.*

DATE.	No. 1 NORTHERN.		No. 2 NORTHERN.		No. 3 NORTHERN.		No. 4.		No. 5.		No. 6.		FEED.	
	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913
September														
1.....														
2.....		88.0		85.4		83.0								
3.....	105.6	89.3	103.6	86.6	98.0	84.2	87.4		74.0		64.0		56.0	
4.....	105.6	89.6	104.0	87.2	97.0	85.2	87.0	80.0	74.4		64.4		58.0	
5.....	105.6	89.0	104.0	86.4	96.0	84.2	86.0		74.4		64.0		59.0	
6.....		88.6		86.2	94.0	84.2	84.0		74.4		64.0		59.0	
7.....					90.0		80.0		72.0		62.0			
8.....		88.4		86.4		83.6								
9.....		89.0		87.0	91.0	84.0	80.0		72.0		62.0			
10.....	97.0	89.0	91.0	87.0		84.0								
11.....	97.0	88.6	93.0	87.0	91.0	83.6	81.0		73.0		63.0		57.0	
12.....	95.0	88.4	92.4	87.0	90.4	84.0	82.0		73.4		63.4		57.0	
13.....	95.0	87.4	94.0	86.2	92.0	84.0	83.0		75.4		64.0		59.0	
14.....	96.0		94.0		92.0		84.0		74.2		64.4		59.4	
15.....		86.6		84.6		83.4								
16.....	97.0	86.3	95.0	84.3	93.0	82.5	84.4		74.4		64.0		59.4	
17.....	98.4	86.4	96.4	84.4	94.4	83.0	85.0	78.0	74.4		64.4		60.0	
18.....	94.0	86.2	92.0	84.6	89.0	83.0	85.0	78.0	75.0		65.0		60.0	
19.....	92.0	86.0	90.0	84.2	87.0	82.6	85.0	78.0	75.0		65.0		60.0	
20.....	95.4	85.0	93.4	84.0	89.4	82.0	85.0	77.0	75.0		65.0		61.0	
21.....	95.4		93.4		90.0		85.0		75.0		65.0		61.0	
22.....		83.6		82.6		81.0		76.0						
23.....	96.0	83.0	94.0	81.6	90.0	80.0	85.4	75.0	75.0		65.0		61.0	
24.....	95.0	82.6	94.0	81.4	91.0	79.4	85.4	74.4	75.0		65.0		61.0	
25.....	90.4	82.2	88.4	81.0	86.4	78.6		73.2						
26.....	89.0	82.6	87.0	81.3	85.0	79.5	83.0	73.6			64.0			
27.....	89.0	83.0	87.0	82.0	85.4	80.0	80.0	74.0	73.6		63.6			
28.....	90.0		89.0		86.0		81.0		73.0		63.6		58.0	
29.....		83.1		82.0		80.1		74.2						
30.....	88.0	82.4	87.0	81.2	85.0	79.4	80.4	73.0						

SESSIONAL PAPER No. 10d

COMPARATIVE PRICES—CASH WHEAT.

DATE.	1 NORTHERN		2 NORTHERN		3 NORTHERN		No. 4		No. 5		No. 6		Feed.	
	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913
1.....	88.4	82.0	87.4	80.6	85.4	79.0	80.4	73.4						
2.....	89.0	81.6	87.6	80.4	86.4	78.6	81.0	73.4						
3.....	88.4	81.6	87.4	80.4	86.4	78.6	81.0	73.4	73.0				58	
4....	90.4	81.5	89.0	80.1	87.0	78.4	81.4	73.0	73.0		63.0		58	
5.....	89.4		88.0		87.0		82.0		75.0		63.0		58	
6.....		81.1		79.7		78.2		72.6						
7.....	89.4	81.3	88.0	80.1	87.4	78.4	82.0	73.0	73.0		63.0		58	
8.....	90.6	81.3	89.2	80.0	88.0	78.4	82.0	73.0	73.0		63.0		58	
9.....	92.2	81.1	90.2	79.4	88.4	78.0	82.4	72.4	73.0		63.0		58	
10.....	91.0	81.6	89.4	80.2	87.4	78.2	82.4	73.2	73.0		63.0		59	
11.....	92.2	81.4	89.6	80.0	88.4	78.0	82.4	73.0	73.0		63.0		58	
12.....	92.6		90.6		88.4		83.0		73.0		63.0		58	
13.....		81.0		79.2		77.6		72.4						
14.....	94.0	80.4	91.4	78.4	89.4	76.6	84.0	72.0	74.0		63.0		58	
15.....	92.4	79.4	90.0	77.4	88.0	75.4	84.0	71.0	74.0		63.0		58	
16.....	90.4	78.4	87.4	76.4	86.2	74.4	85.0	70.0	73.0		63.0		58	
17.....	89.6	78.3	86.6	76.3	86.4	74.2	83.0	70.0	73.0		63.0		58	
18.....	90.2	78.0	87.2	76.0	86.2	74.0	83.2	69.4	73.2		63.0		58	
19....	89.6		86.6		85.6		82.4		73.0		63.0		58	
20.....														
21.....	89.6	78.6	86.6	76.6	85.6	74.6	83.0	70.2	73.0		63.0		58	
22.....	90.0	79.0	87.0	77.0	86.0	75.0	83.0	70.4	73.0		63.0		58	
23.....	91.0	79.0	88.0	77.0	87.0	75.0	83.2	70.4	74.4		63.0		58	
24.....	90.4	79.0	87.4	77.0	86.4	75.0	83.0	70.4	73.0		63.0		58	
25.....	90.2	79.2	87.2	77.2	85.6	75.2	82.6	70.6	73.0		63.0		58	
26.....	90.4		87.4		86.0		83.0		74.0		63.0		58	
27.....		81.2		79.2		77.2		72.2						
28.....	90.4	80.7	87.4	78.7	86.0	76.7	83.0	72.2	74.0		63.0		58	
29.....	88.6	82.3	86.4	80.3	84.4	78.3	82.4	73.4	74.4		63.0		58	
30.....	88.2	82.0	85.2	80.0	83.6	78.0	80.1	73.4	73.0		62.4		57	
31.....	88.0	82.5	85.0	80.5	83.4	78.5	80.0	74.2	72.4		62.4		57	

5 GEORGE V., A. 1915

COMPARATIVE PRICES—CASH WHEAT—Continued.

DATE.	1 NORTHERN		2 NORTHERN		3 NORTHERN		No. 4		No. 5		No. 6		Feed.	
Nov.	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913
1.....	87.2	81.7	84.2	79.7	82.4	77.7	78.4	73.4	72.0		62.0		57.0	
2.....	87.4		84.4		83.0		79.0		73.0		62.0		57.0	
3.....		81.6		80.6		77.6		73.6						
4.....	85.4	81.3	82.6	79.4	81.2	77.3	77.4	73.3	72.4		61.4		56.0	
5.....	84.2	80.5	81.4	78.7	80.0	76.6	76.4	72.6	71.0		60.0		55.0	
6.....	85.6	81.5	83.0	79.7	81.0	77.6	76.4	73.5	71.4		61.0		55.0	
7.....	85.4	82.0	82.4	80.3	81.0	78.3	76.4	74.1	71.4		61.0		55.0	
8.....	86.0	81.7	83.2	80.2	81.6	78.1	76.4	73.7	71.4		61.4		55.4	
9.....	86.4		83.6		82.0		77.0		71.4		61.4		55.4	
10.....		82.6		81.1		79.2		74.6						
11.....	85.6	82.6	83.0	81.1	81.4	79.2	76.4	74.6	71.0		61.0		55.0	
12.....	85.2	82.6	82.4	81.3	81.0	79.5	76.0	75.1						
13.....	84.6	83.4	82.0	81.7	80.2	80.4		75.6						
14.....	83.6	83.4	81.0	81.7	79.2	80.2		76.6						
15.....	82.2	84.4	80.4	82.7	78.4	81.2		74.6						
16.....	83.0		80.0		78.0									
17.....		85.0		83.3		81.6		77.2						
18.....	83.0	84.4	80.0	82.7	77.4	81.2		76.6						
19.....		85.2		83.4		82.0		77.4						
20.....	81.4	85.0	78.4	83.0	75.4	81.6		77.2						
21.....	81.7	84.7	79.7	83.1	76.7	81.7	71.6		63.0		56.4		51.0	
22.....	81.6	85.0	79.6	83.2	76.2	81.0	71.6	76.0	63.0		56.0		52.0	
23.....	80.4		77.4		74.6									
24.....		85.0		85.1		81.1		76.0						
25.....	80.0	85.4	77.0	83.5	73.4	81.6		74.4		66.4		62.4		57.4
26.....	78.4	85.3	75.4	85.4	72.4	81.3	68.0			65.4		61.4		56.4
27.....	79.4	84.2	76.4	82.2	74.0	79.4	68.0		62.0		55.0		51.0	
28.....	80.4	84.2	77.4	82.0	75.0	79.4	68.0	73.4	62.4		55.0		51.0	
29.....	79.4	82.7	76.4	81.0	74.0	78.4	67.4	73.2	60.0					
30.....	79.0		76.0		73.4		66.4		59.0					

SESSIONAL PAPER No. 10d

COMPARATIVE PRICES—CASH WHEAT—Continued.

DATE.	1 NORTHERN		2 NORTHERN		3 NORTHERN		No. 4		No. 5		No. 6		Feed.	
Dec.	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913
1.....		83.5		81.5		78.6		73.5						
2.....	60.4	83.0	78.0	81.5	75.2	78.4	69.0	73.5	60.0					
3.....	78.6	83.0	75.6	81.0	73.0	78.2	67.0	73.4						
4.....	79.0	84.0	76.0	81.7	73.0	79.0	67.0	74.4						
5.....	80.4	84.4	79.4	82.2	76.0	79.1	69.4	74.3	60.4		54.0		48.0	
6.....	81.0	84.4	79.4	82.2	76.0	79.2	70.0	74.3	61.0		52.0		46.0	
7.....	81.4		80.4		77.0		70.6		61.0		54.4		47.0	
8.....		84.2		82.4		79.0		74.0						
9.....	78.4	84.3	75.4	82.0	72.4	79.2	65.4						46.4	
10.....	79.4	84.1	77.0	81.5	75.0	79.1	67.0		57.0		52.0		46.0	
11.....	79.6	83.4	77.0	80.4	73.4		67.2		58.4		51.4		46.0	
12.....	79.4	83.4	76.4	80.6	73.2	78.0	67.4	73.0	58.0	68.0	51.0	62.0	46.0	57.0
13.....	80.4	83.2	77.0	80.5	74.0	77.7	67.4	72.7	58.0	66.0	51.4	62.0	47.0	57.0
14.....	78.6		76.6		73.6		67.4		59.0		52.0		48.0	
15.....		83.0		80.4		77.6		72.4		67.0		63.0		57.0
16.....	79.4	82.5	76.4	80.0	73.4	77.2	67.4	74.0	59.0	67.0	52.0	63.0	48.0	58.0
17.....	80.2	83.3	77.2	79.6	73.6	77.0	67.6	74.0	62.0	67.0	54.0	63.0	49.0	58.0
18.....	80.6	81.5	77.6	78.6	74.0	76.1	68.0	73.0	60.0	66.0	53.0	62.0	48.0	56.0
19.....	80.2	82.3	77.2	79.5	73.6	76.0	67.6	73.0	60.0	66.4	53.0	62.4	48.0	56.4
20.....	81.0	82.4	78.0	79.6	74.6	77.0	68.4	73.0	62.0	66.4	54.0	62.4	48.0	56.4
21.....	81.0		78.0		75.0		68.4		63.0		54.0		48.0	
22.....		82.6		80.0		76.7		73.2		66.4		62.4		56.4
23.....	81.2	82.4	78.2	79.6	75.0	77.0	69.0	73.2	64.0	66.4	54.4	62.4	49.0	57.0
24.....	81.2	82.6	78.2	80.0	75.0	77.0	69.0	73.2	64.0	67.0	54.4	63.0		57.0
25.....														
26.....	82.0		79.0		76.0		69.2		64.2		55.0		49.0	
27.....	81.4		78.4		76.4		69.4		65.4		56.4		50.0	
28.....	81.4		78.4		75.4		69.0		64.0		55.0		49.0	
29.....		83.3		80.5		77.5		73.4						
30.....	81.2	83.0	78.2	80.2	75.4	77.2	69.0	73.2	64.0	67.0	55.0	63.0	49.0	57.0
31.....	81.4	83.3	78.4	80.5	75.4	77.5	69.2	73.4	64.2	67.0	56.4	63.0	49.0	57.0

5 GEORGE V., A. 1915

COMPARATIVE PRICES—CASH WHEAT—Continued.

DATE	1. NORTHERN		2. NORTHERN		3. NORTHERN		No. 4		No. 5		No. 6		Feed.	
January.	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
2	82.0	83.4	79.0	80.6	76.0	77.6	70.6	73.4	65.4	67.4	58.0	63.4	50.0	57.0
3	82.0	84.1	79.0	81.3	76.0	78.3	71.0	73.4	65.6	67.4	58.0	63.4	50.4	57.0
4	82.1		79.1		76.1		71.0		65.6		58.0		50.0	
5		84.4		81.7		78.7		74.0		67.4		63.4		57.0
6	81.4	84.5		81.5		78.5		73.6		68.0		64.0		58.0
7	81.5	84.5	78.5	82.2	76.1	79.2	71.2	74.0	66.2	68.0	59.2	64.0	50.6	58.0
8	81.7	84.5	78.7	82.1	76.0	79.1	71.4	74.0	66.2	68.0	60.0	64.0	51.4	58.0
9	82.2	84.5	79.2	82.2	76.5	79.4	72.0	74.4	66.6	68.0	60.2	64.0	51.4	58.0
10	82.6	84.6	79.6	82.5	77.0	79.6	72.6	74.4	67.4	68.0	61.4	64.0	52.0	58.0
11	82.4		79.4		76.6		73.0		67.4		61.4		52.0	
12		85.2		83.4		80.4		75.0		68.4		64.4		59.0
13	83.3	85.4	80.3	83.6	77.3	80.6	73.4	75.0	67.4	68.4	61.4	64.4	52.0	59.0
14	83.2	86.2	80.2	84.5	77.2	81.6	73.4	75.0	68.0	69.0	62.0	64.4	52.4	59.0
15	84.2	86.3	81.2	84.6	78.3	82.0	74.2	75.4	68.4	69.0	62.4	64.4	53.0	59.0
16	83.7	85.7	80.7	84.1	77.7	81.5	74.0	75.6	68.2	69.0	62.2	64.4	53.0	59.0
17	83.4	85.1	80.4	83.3	77.5	80.7	74.0	75.4	68.2	69.0	63.0	64.4	53.0	60.0
18	82.5		79.5		76.7		72.6		68.0		62.4		53.0	
19		85.0		83.1		80.6		75.4		70.0		65.0		60.0
20	82.0	85.2	79.1	83.3	76.1	81.0	72.4	75.6	68.0	70.0	63.0	65.0	53.0	60.0
21	82.5	85.2	79.6	83.4	76.6	81.2	72.1	76.0	68.2	70.0	63.0	65.0	53.0	60.0
22	82.3	85.6	79.5	84.0	76.5	81.4	71.7	76.2	68.0	70.0	63.0	65.0	53.0	60.0
23	81.7	86.3	79.1	84.4	76.1	82.2	71.3	76.4	68.0	70.4	63.0	65.4	53.0	60.4
24	82.3	86.5	79.6	84.7	76.6	82.4	72.0	76.4	68.0	70.4	63.0	65.4	53.0	60.4
25	82.0		79.3		76.3		71.5		67.0		63.0		53.0	
26		86.2		84.3		82.2		76.4		70.4		65.4		60.4
27	82.1	86.3	79.3	84.5	76.3	82.5	71.5	77.0	66.5	70.4	63.0	65.4	53.0	60.4
28	82.2	86.5	79.4	84.7	76.4	82.7	71.4	77.2	66.6	70.4	63.0	65.4	53.0	60.4
29	82.6	86.2	80.1	84.7	77.0	82.4	72.2	77.2	68.4	70.4	63.0	65.4	53.0	60.4
30	82.6	85.7	80.1	84.1	77.0	82.1	72.2	77.0	68.4	70.4	63.0	65.4	53.0	60.4
31	83.2	85.7	80.5	84.1	77.4	82.1	72.6	77.0	68.2	70.4	63.0	65.4	53.0	60.4

SESSIONAL PAPER No. 10d

COMPARATIVE PRICES—CASH WHEAT—Continued.

DATE	1 NORTHERN		2 NORTHERN		3 NORTHERN		No. 4		No. 5		No. 6		Feed.	
February.	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
1.....	83.4		80.5		77.3		72.5		68.0		68.0		53.0	
2.....		86.4		84.5		82.5		77.4		71.0		66.0		61.0
3.....	83.0	86.1	80.4	84.2	77.2	82.2	72.4	77.4	68.0	71.0	63.0	66.0	53.0	61.0
4.....	83.6	86.2	81.2	84.2	78.0	82.2	73.2	77.4	68.4	71.0	63.4	66.0	53.4	61.0
5.....	83.3	86.4	80.7	84.4	77.7	82.4	72.7	77.6	68.0	71.0	63.2	66.0	53.2	61.0
6.....	83.7	87.2	81.3	85.2	78.3	83.2	73.3	78.4	68.3	71.4	63.4	66.4	53.4	61.4
7.....	84.0	89.3	81.3	85.3	78.3	83.4	73.4	79.0	68.2	72.0	63.4	67.0	53.4	62.0
8.....	84.1		81.5		78.4		73.6		68.4		63.4		53.4	
9.....		87.4		85.4		83.5		79.4		72.0		67.0		62.0
10.....	84.0	88.0	81.5	86.0	78.3	84.1	73.4	79.6	68.6	72.0	63.4	67.0	53.4	62.0
11.....	84.0	88.2	81.5	86.2	78.3	84.2	73.6	80.0	68.6	73.0	63.4	67.4	53.4	62.4
12.....	83.4	88.2	81.0	86.2	77.6	84.3	73.0	80.0	68.2	73.0	63.4	67.4	53.4	62.4
13.....	83.1	88.5	80.5	86.5	77.3	84.7	72.6	80.4	67.6	73.4	63.0	67.4	52.4	62.4
14.....	83.6	88.5	81.1	86.5	77.6	85.7	73.1	80.4	68.1	73.4	63.4	67.4	53.4	62.4
15.....	83.7		81.2		78.0		73.2		68.2		63.4		53.4	
16.....		88.2		87.2		85.4		81.4		74.0		68.0		63.0
17.....	84.3	90.2	81.5	88.2	78.3	86.4	73.7	82.2	68.7	74.4	63.4	68.4	53.4	63.4
18.....	84.2	90.1	81.4	88.2	78.2	86.2	73.6	82.4	68.6	74.4	63.4	68.4	53.4	63.4
19.....	84.5	90.4	81.6	88.5	78.5	87.1	74.1	83.0	69.1	75.0	63.4	71.0	54.0	64.4
20.....	85.0	90.3	82.2	88.4	79.0	87.0	74.4	83.0	69.4	75.0	64.0	71.0	54.0	64.4
21.....	84.6	90.6	82.0	89.0	78.7	87.3	74.2	83.6	69.2	75.0	63.4	71.0	54.0	64.4
22.....	84.5		81.7		78.6		74.3		69.1		64.0		54.0	
23.....		90.7		89.1		87.4		83.6		75.0		71.0		64.4
24.....	85.2	90.6	82.5	89.0	79.3	87.6	74.6	83.6	69.4	75.4	64.0	71.4	54.4	65.0
25.....	85.4	91.0	82.6	89.3	79.4	87.6	75.0	84.0	69.6	75.4	64.0	71.4	54.4	65.0
26.....	85.6	91.4	83.0	89.7	80.0	88.2	75.4	84.4	70.0	77.0	64.0	72.4	54.4	66.0
27.....	85.4	91.2	82.6	89.5	79.4	88.2	75.4	84.2	70.2	77.0	64.0	72.4	54.4	66.0
28.....	85.3	91.1	82.5	89.5	79.3	87.7	75.2	84.2	70.2	77.0	64.2	72.2	54.4	66.0

COMPARATIVE PRICES—CASH WHEAT—Continued.

DATE	1 NORTHERN		2 NORTHERN		3 NORTHERN		No. 4		No. 5		No. 6		Feed.	
March.	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
1.....	85.1		82.3		79.1		75.1		70.2		64.2		54.4	
2.....		91.1		89.4		87.6		84.0		77.0		72.4		66.0
3.....	84.6	90.4	82.0	88.7	78.6	87.2	74.6	83.4	70.0	77.0	64.0	72.4	54.4	66.0
4.....	84.4	90.4	81.6	88.7	78.4	87.2	74.4	83.2	70.0	77.0	64.0	72.4	54.4	66.0
5.....	84.5	89.7	81.7	88.2	78.5	88.6	74.5	82.5	70.0	77.0	64.2	72.4	55.0	66.0
6.....	85.1	90.2	82.3	88.5	79.1	87.0	75.2	82.7	70.4	77.0	64.4	72.4	55.0	66.0
7.....	85.3	89.6	82.5	88.3	79.5	86.5	75.4	82.4	70.4	80.0	64.4	75.0	55.0	70.0
8.....	85.2		82.4		79.3		75.4		70.4		64.4		55.0	
9.....		89.6		88.3		86.5		82.6		80.0		75.0		70.0
10.....	85.6	90.1	83.0	88.6	80.0	87.0	76.1	83.2	70.6	80.0	64.4	75.0	55.0	70.0
11.....	85.0	90.1	82.0	88.7	79.0	87.1	75.2	83.2	70.0	80.0	64.0	75.0	55.0	70.0
12.....	85.6	89.6	82.6	88.3	79.6	86.5	75.6	82.6	70.4	80.0	64.4	75.0	55.0	70.0
13.....	85.6	89.7	82.7	88.4	79.7	86.7	76.0	82.7	70.6	80.0	64.6	75.0	55.4	70.0
14.....	85.5	89.7	82.5	88.4	79.5	86.7	76.1	82.7	70.6	80.0	64.6	75.0	55.4	70.0
15.....	85.2		82.2		79.2		76.2		70.4		64.4		55.0	
16.....		90.2		88.6		87.0		83.0		80.0		75.0		70.0
17.....	85.0	90.1	82.0	88.5	79.0	87.0	76.0	82.7	70.4	80.0	64.4	75.0	55.4	70.0
18.....	85.2	90.4	82.2	89.0	79.2	87.4	76.3	83.2	71.0	80.0	65.0	75.0	56.0	70.0
19.....	85.5	90.7	82.5	89.3	79.5	87.6	76.7	83.4	71.2	80.4	65.2	75.4	56.2	70.4
20.....	85.7	90.5	83.0	89.1	80.0	87.4	77.2	83.2	71.4	80.4	65.4	75.4	57.0	70.4
21.....		90.6		89.1		87.4		83.6		80.4		75.4		70.4
22.....														
23.....		91.0		89.4		88.0		84.0		81.0		76.0		71.0
24.....	86.1	90.5	83.1	88.7	80.1	87.2	77.5	83.4	71.4	81.0	65.6	76.0	57.2	71.0
25.....	85.7	90.5	83.0	88.7	80.0	87.2	77.3	83.4	72.0	81.0	66.0	76.0	57.2	71.0
26.....	86.4	90.6	83.5	88.7	80.4	87.4	78.0	83.4	72.0	81.0	66.0	76.0	57.4	71.0
27.....	86.0	90.5	83.1	88.7	80.0	87.3	77.2	83.7	72.0	81.0	66.0	76.0	57.4	71.0
28.....	86.2	90.4	83.4	88.0	80.2	87.2	77.6	83.6	72.0	81.0	66.0	76.0	57.4	71.0
29.....	86.3		83.5		80.3		77.4		72.0		66.0		57.4	
30.....		89.6		87.7		86.1		82.7		81.0		76.0		71.0
31.....	86.7	88.5	84.1	86.6	81.1	85.0	78.1	81.6	73.0	80.0	66.4	75.0	58.0	70.0

SESSIONAL PAPER No. 10d

COMPARATIVE PRICES—CASH WHEAT—Continued.

DATE	1 NORTHERN		2 NORTHERN		3 NORTHERN		No. 4		No. 5		No. 6		FEED.	
April.	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
1.....	87.6	89.3	85.0	87.4	81.6	85.6	79.0	82.3	73.4	80.0	67.0	75.0	58.4	70.0
2.....	87.5	90.0	84.7	88.1	81.5	86.3	78.6	82.7	73.4	80.0	67.4	75.0	59.0	70.0
3.....	87.7	90.0	85.1	88.2	82.0	86.3	79.1	82.7	74.0	80.0	68.0	75.0	59.0	70.0
4.....	88.3	89.6	85.5	88.0	82.6	86.1	79.5	83.1	74.4	80.0	68.4	75.0	59.4	70.0
5.....	88.7	.....	86.2	.....	83.2	.....	80.0	.....	75.4	.....	70.0	.....	60.2	.....
6.....	.....	89.2	.....	87.3	.....	85.4	.....	82.4	.....	80.0	.....	75.0	.....	70.0
7.....	89.7	88.6	87.2	87.0	84.2	85.1	81.0	82.0	76.0	79.0	70.4	74.0	60.4	69.0
8.....	89.0	89.3	86.3	87.4	83.3	85.5	80.2	82.4	75.4	79.0	70.0	74.0	60.0	69.0
9.....	89.6	89.2	87.1	87.3	84.1	85.4	80.7	82.3	76.0	78.0	70.4	73.0	60.4	68.0
10.....	89.7	.....	87.3	.....	84.2	.....	81.0	.....	76.0	.....	70.4	.....	60.4	.....
11.....	90.2	89.5	87.6	87.6	84.6	85.7	81.4	82.5	76.4	78.0	71.0	73.0	62.0	68.0
12.....	89.6	.....	87.2	.....	84.2	.....	81.0	.....	76.0	.....	71.0	.....	62.0	.....
13.....	.....	89.2	.....	87.2	.....	85.4	.....	82.1	.....	78.0	.....	73.0	.....	68.0
14.....	89.5	89.5	87.1	87.5	84.2	85.7	80.6	82.6	76.0	78.0	71.0	73.0	62.0	68.0
15.....	89.1	90.0	86.4	88.0	83.5	86.2	80.2	83.2	76.0	78.0	71.0	73.0	62.0	68.0
16.....	89.6	89.2	87.0	87.2	84.2	85.4	81.0	82.4	76.4	78.0	71.4	73.0	62.0	68.0
17.....	89.7	89.4	87.1	87.4	84.3	85.7	81.0	82.7	76.4	78.0	71.4	73.0	62.0	68.0
18.....	90.6	89.4	88.0	87.4	85.1	85.6	81.1	82.5	77.0	78.0	72.0	73.0	62.0	68.0
19.....	91.4	.....	88.5	.....	85.6	.....	81.6	.....	77.4	.....	72.4	.....	63.0	.....
20.....	.....	89.4	.....	87.5	.....	85.7	.....	82.7	.....	78.0	.....	73.0	.....	68.0
21.....	91.6	90.1	89.1	88.0	86.2	86.3	83.4	83.1	78.0	78.0	73.0	73.0	63.0	68.0
22.....	91.4	91.3	88.7	89.3	86.1	87.6	83.1	84.4	78.0	78.4	73.0	73.4	63.0	68.4
23.....	92.4	91.1	89.6	89.1	87.0	87.4	83.6	84.2	78.0	78.4	73.0	73.4	63.0	68.4
24.....	92.4	91.1	89.6	89.2	87.0	87.5	84.0	84.2	79.0	78.4	74.0	73.4	64.0	68.4
25.....	93.3	91.7	90.4	90.0	87.7	88.3	84.4	84.7	79.0	78.4	74.0	73.4	64.0	68.4
26.....	93.1	.....	90.2	.....	87.6	.....	84.0	.....	79.0	.....	74.0	.....	64.0	.....
27.....	.....	91.7	.....	89.7	.....	88.2	.....	84.6	.....	78.4	.....	73.4	.....	68.4
28.....	93.6	91.2	90.7	89.2	88.2	87.6	84.4	84.2	79.4	78.0	75.0	73.0	64.0	68.0
29.....	93.2	90.6	90.3	88.7	87.6	87.0	84.0	83.6	79.4	78.0	75.0	73.0	64.0	68.0
30.....	93.1	90.5	90.1	88.6	87.6	86.7	84.2	83.4	79.4	78.0	75.0	73.0	64.0	68.0

COMPARATIVE PRICES—CASH WHEAT.—Continued

Date.	1 NORTHERN		2 NORTHERN		3 NORTHERN		No. 4		No. 5		No. 6		FEED.	
May	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
1.....	92.6	90.3	89.7	88.5	87.2	86.6	83.2	83.4	79.0	78.0	75.0	73.0	64.0	68.0
2.....	92.5	91.1	89.7	89.3	87.1	87.4	83.2	83.6	79.0	78.0	75.0	73.0	64.0	68.0
3.....	93.0		90.2		87.4		83.6		79.0		75.0		64.0	
4.....														
5.....		91.7		90.1		88.3		84.4		78.6		73.3		68.6
6.....	92.0	92.1	89.2	90.3	86.4	88.5	83.0	85.0	78.0	79.0	74.0	74.0	62.0	69.0
7.....	92.3	92.4	89.4	90.6	86.7	89.0	83.4	85.5	78.0	79.0	74.0	74.0	62.0	69.0
8.....	92.3	92.6	89.3	90.7	86.6	89.2	83.2	85.6	78.0	79.0	74.0	74.0		69.0
9.....	92.6	93.1	89.6	91.2	87.0	89.4	83.0	86.1	76.0	79.2	72.0	74.0		69.0
10.....	93.4		90.4		87.4		83.0		75.0		71.0			
11.....		94.0		92.2		90.4		87.1		79.4		74.4		69.4
12.....	93.2	93.3	90.2	91.5	86.6	90.0	83.2	86.4	76.0	79.4	72.0	74.4		69.4
13.....	92.2	94.0	89.2	92.2	86.0	90.5	82.2	87.0	75.0	79.4	71.0	74.4	58.0	69.4
14.....	91.3	94.3	88.3	92.5	85.0	91.0	81.4	87.3		80.0		75.0		70.0
15.....	92.0	94.2	89.0	92.4	85.6	91.1	82.0	87.2		80.0		75.0		70.0
16.....	92.0	95.0	89.0	93.1	85.7	91.7	82.2	88.0		80.0		75.0		70.0
17.....	92.4		89.4		86.2		83.0		74.0		70.0			
18.....		94.7		92.7		91.5		87.7		80.0		75.0		70.0
19.....	93.2	95.6	90.2	93.6	86.4	92.5	83.2	88.6	74.0	80.4	70.0	75.4		70.4
20.....	93.4	96.5	90.4	94.5	86.4	93.5	82.0	89.5	74.0	80.4	70.0	75.4		70.4
21.....	94.2	95.4	91.2	93.6	87.2	92.4	83.2	88.4	74.4	80.4	70.4	75.4	58.0	70.4
22.....	94.2	94.5	91.0	92.7	87.0	91.4	83.0	87.5	74.4	80.4	70.4	75.4	58.0	70.4
23.....	94.2	95.2	91.2	93.4	87.2	92.2	83.2	88.2	74.4	80.4	70.4	75.4	58.0	70.4
24.....														
25.....														
26.....	95.0	94.6	92.0	93.0	87.6	91.6	84.0	87.6	74.4	80.4	71.0	75.4	58.0	70.4
27.....	95.0	95.0	92.0	93.3	88.0	92.0	84.0	88.0	74.4	80.4	71.0	75.4		70.4
28.....	94.0	95.1	91.4	93.7	88.0	92.2	83.4	88.4	75.0	80.4	72.0	75.4	58.0	70.4
29.....	94.0	94.6	91.4	93.1	88.0	91.7	83.4	88.0	74.4	80.4	71.4	75.4	58.0	70.4
30.....	94.0	94.5	91.6	93.2	88.0	91.6	83.0	88.0	74.4	80.4	71.0	75.4	58.0	70.4
31.....	94.6		92.6		88.6		84.0		74.4		71.0		57.4	

SESSIONAL PAPER No. 10d

COMPARATIVE PRICES—CASH WHEAT.—Continued

DATE.	1 NORTHERN		2 NORTHERN		3 NORTHERN		No. 4		No. 5		No. 6		FEED.	
June.	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
1.....		94.6		93.3		91.7		87.7		80.4		75.4		70.4
2.....	93.6	95.2	91.6	93.6	88.0	92.1		87.1	74.0	80.4	70.6	75.4	58.0	70.4
3.....														
4.....	94.6	95.1	92.3	93.5	88.3	91.6	83.0	87.6	74.4	80.4	71.0	75.4	58.0	70.4
5.....	95.4	95.6	93.0	94.4	89.0	92.2	84.0	88.2	74.4	80.4	71.0	75.4	57.4	70.4
6.....	96.6	96.0	94.2	94.6	90.1	92.6	84.2	88.4	74.4	80.4	71.0	75.4	58.4	70.4
7.....	96.6		94.0		89.6		84.0		74.4		71.0		58.4	
8.....		95.7		94.5		92.6		88.3		80.4		75.4		70.4
9.....	97.2	95.2	95.0	94.1	90.0	92.2	84.2	87.7	74.4	80.4	71.0	75.4	59.0	70.4
10.....	97.0	94.6	94.2	93.5	89.4	92.0	84.2	87.4	74.4	80.4	71.0	75.4	59.0	70.4
11.....	98.0	94.1	95.0	92.7	90.6	91.1	84.4	86.7	74.4	80.4	71.0	75.4	59.0	70.4
12.....	98.4	92.5	95.4	91.3	90.2	89.5	85.0	85.3	74.4	80.0	71.0	75.0	59.0	70.0
13.....	97.4	93.0	94.6	91.6	90.4	90.0	85.4	85.6	76.0	80.0	71.4	75.0	59.0	70.0
14.....	98.2		95.4		91.0		85.4		76.0		71.4		59.0	
15.....		93.3		92.2		90.3		86.1		80.0		75.0		70.0
16.....	99.4	92.6	96.6	91.4	92.2	89.3	86.0	85.3	76.0	80.0	72.0	75.0	59.0	70.0
17.....	98.0	92.1	95.4	91.0	91.0	89.0	86.0	85.1	76.0	80.0	72.0	75.0	59.0	70.0
18.....	98.4	91.1	96.0	90.0	91.4	88.1	86.0	84.2	76.0		72.0		59.0	
19.....	97.4	92.0	95.0	90.6	90.4	88.6	86.0	85.2	76.4		73.0		60.0	
20.....	97.4	91.6	94.6	90.4	90.2	88.6	86.0	85.0	76.0		73.0		60.0	
21.....	98.0		95.4		90.6		86.2		76.4		73.2		60.0	
22.....		90.2		89.1		87.3		83.3						
23.....	97.6	88.6	94.6	87.5	90.4	85.7	86.0	80.7	76.4		73.0		60.0	
24.....	97.6	89.6	94.6	88.4	90.2	87.0	86.0	82.7	76.4					
25.....	97.6	89.5	94.6	88.6	90.2	86.7		82.5						
26.....	97.0	88.3	94.0	87.1	89.4	85.5			75.0		71.0		59.0	
27.....	97.2	88.6	94.2	87.4	89.6	86.0	84.0		75.0		71.0		60.0	
28.....	97.0		94.0		89.4		83.6		75.0		71.0		60.0	
29.....		88.4		87.2		85.5								
30.....	96.4	88.0	94.0	86.6	89.0	85.0	83.4	81.0	75.0		71.0		59.0	

COMPARATIVE PRICES—CASH WHEAT.—Continued.

DATE.	1 NORTHERN		2 NORTHERN		3 NORTHERN		No. 4		No. 5		No. 6		FEED.	
	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
1.....														
2.....	96.6	89.6	93.6	88.4	89.0	86.4	83.0		74.4		70.0		60.0	
3.....	97.2	89.6	94.2	88.4	89.2	86.4	83.4		74.4		70.0		60.0	
4.....	99.0	89.7	96.0	88.4	91.0	86.5	83.4		75.0		70.0		60.0	
5.....														
6.....		90.2		88.6		87.0								
7.....	97.4	90.2	94.4	88.4	89.4		83.0		75.0		70.0		60.0	
8.....	97.4	90.0	94.4	88.2	89.6		82.4		75.0		69.4		60.0	
9.....	98.0	90.5	95.0	89.0	90.0		82.6		75.0		70.0		60.0	
10.....	98.6	90.1	95.6	88.3	90.6		83.0		75.0		70.0		60.0	
11.....	98.6	90.2	95.6	88.2	90.6	86.2	83.4	82.2	75.0		70.0		60.0	
12.....	97.0		94.0		89.0		82.0		74.4		69.4		60.0	
13.....		89.2		87.0		85.2		81.2						
14.....	97.6	88.0	94.6	85.4	89.6	84.0	82.4	80.0	75.0	77.0	70.0		61.0	
15.....	96.4	88.0	93.4	85.6	88.4	84.2		80.0	74.4		69.4		60.4	
16.....	97.4	89.3	94.4	87.3	89.4	85.3	81.4	81.3	75.0		70.0		61.0	
17.....	95.4	89.6	92.4	87.4	87.4	85.6	81.0	81.6	75.0		70.0		60.0	
18.....	95.6	89.5	92.6	87.3	87.6	85.5	80.6	81.5	75.0		70.0		61.0	
19.....	96.0		93.0		88.0		81.0		75.0		69.4		61.0	
20.....		89.7		87.7		86.0		81.7						
21.....	97.0	90.5	94.0	88.3	89.0	86.5	81.2	82.5	75.0		70.0		61.0	
22.....	97.4	91.0	94.4	89.0	89.4		81.2		76.0		70.0		61.0	
23.....	96.4	91.6	93.4	89.6	88.4		81.0		75.0		70.0		61.0	
24.....	96.4	91.5	93.4	89.5	88.4	86.5	81.0	83.5	75.0		70.0		61.0	
25.....	96.0	92.7	93.0	90.7	88.0	87.7	80.4	84.7	74.0		69.0		60.0	
26.....	95.4		92.4		87.4		80.0		73.0		68.4		60.0	
27.....		92.0		89.4		86.2		82.0						
28.....	95.4	96.4	92.4	94.0	87.4	91.0	80.0		72.0		67.4		60.0	
29.....	96.0	94.0	93.0	91.4	89.0	88.0	80.0		72.0		67.4		60.0	
30.....	96.0	99.1	93.0	98.1	89.4	92.0	80.2	84.0	72.0		67.4		60.0	
31.....	95.0	95.4	92.0	94.0	88.0		80.2		72.0		67.4		60.0	

SESSIONAL PAPER No. 10d

COMPARATIVE PRICES—CASH WHEAT.—*Concluded.*

DATE.	1°		2°		3°		No. 4		No. 5		No. 6		FEED.	
August.	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914	1913	1914
1.....	95.6	97.7	93.0	94.7	89.0	92.7	80.2	.....	72.0	.....	67.4	.....	60.0	.....
2.....	96.2	.....	93.6	.....	89.4	.....	80.4	.....	72.0	.....	68.0	.....	60.0	.....
3.....	.....	98.4	.....	96.4	.....	91.2	.....	.....	.....	.....	.....	.....	.....	.....
4.....	96.2	101.0	93.6	99.0	89.6	94.0	80.4	.....	72.0	.....	68.0	.....	60.0	.....
5.....	96.2	107.0	93.6	105.0	89.6	100.0	80.6	.....	72.0	.....	68.0	.....	60.0	.....
6.....	96.2	109.2	93.6	107.2	89.5	103.2	80.6	.....	72.0	.....	68.0	.....	60.0	.....
7.....	96.2	113.4	93.6	111.4	89.0	108.0	80.4	.....	72.0	.....	68.0	.....	60.0	.....
8.....	96.2	109.4	93.6	107.4	89.0	104.0	80.4	.....	72.0	.....	68.0	.....	60.0	.....
9.....	.....	.....	93.0	.....	.....	.....	80.0	.....	72.0	.....	68.0	.....	60.0	.....
10.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.....	.....	111.5	.....	109.5	.....	104.5	.....	.....	.....	.....	.....	.....	.....	.....
12.....	95.0	110.3	93.0	108.3	87.6	102.7	80.0	.....	72.4	.....	68.0	.....	60.0	.....
13.....	95.0	108.6	93.0	106.6	88.4	101.2	80.0	.....	72.4	.....	68.0	.....	60.0	.....
14.....	94.4	105.2	93.0	103.2	87.4	98.2	80.0	.....	72.4	.....	68.0	.....	60.0	.....
15.....	95.0	103.4	93.0	101.6	88.0	97.0	80.0	.....	72.4	.....	68.0	.....	60.0	.....
16.....	94.4	.....	93.0	.....	88.2	.....	80.2	.....	72.4	.....	68.0	.....	60.0	.....
17.....	.....	102.4	.....	100.6	.....	96.0	.....	.....	.....	.....	.....	.....	.....	.....
18.....	94.4	104.6	93.0	102.6	88.0	98.6	80.2	.....	72.0	.....	67.4	.....	60.0	.....
19.....	94.0	109.3	93.0	107.3	87.0	103.1	80.0	.....	72.0	.....	67.4	.....	60.0	.....
20.....	.....	106.2	92.4	104.0	87.0	100.0	80.0	.....	72.2	.....	67.6	.....	60.0	.....
21.....	94.0	105.6	93.0	103.6	88.2	99.4	80.4	.....	75.4	.....	68.0	.....	60.0	.....
22.....	94.0	108.0	93.0	105.6	88.4	101.4	80.4	.....	72.4	.....	68.0	.....	60.0	.....
23.....	94.0	.....	93.0	.....	88.4	.....	80.4	.....	72.4	.....	68.0	.....	60.4	.....
24.....	.....	108.6	.....	107.0	.....	102.6	.....	.....	.....	.....	.....	.....	.....	.....
25.....	94.2	113.2	93.2	111.2	88.6	107.2	80.4	.....	72.4	.....	68.0	.....	60.4	.....
26.....	94.2	116.7	93.2	114.7	88.2	111.7	80.4	102.7	72.4	.....	68.0	.....	60.4	.....
27.....	94.2	115.4	93.2	113.4	88.6	110.4	81.0	101.4	72.4	93.4	68.0	.....	60.4	.....
28.....	93.6	112.6	92.6	110.6	88.2	108.2	81.0	99.6	72.0	91.6	67.4	.....	60.0	.....
29.....	88.4	112.7	86.4	110.7	84.4	108.3	79.0	99.7	71.4	91.7	67.0	.....	60.0	.....
30.....	87.2	.....	84.2	.....	82.6	.....	79.4	.....	71.4	.....	67.0	.....	60.0	.....
31.....	.....	115.3	.....	113.7	.....	111.3	.....	102.7	.....	94.7	.....	.....	.....	.....

5 GEORGE V., A. 1915

THE following Table exhibits the Monthly Range of one Northern Cash Wheat, in store at Fort William, for the undermentioned Crop Years.

Months.	1913-14.	1912-13.	1911-12.	1910-11.	1909-10.	1908-09.	1907-08.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
September.....	82·2	88	98·2	97·6	94·3	96·6	97·5
	89·6	1.05·6	1.02	1.06·2	1.01·4	1.05	1.05·7
October.....	78	88	98	91·6	94·4	97	1.03·5
	82·5	93·4	1.02	1.00·2	99·5	1.00	1.15·2
November.....	80·5	78·4	94·6	88·4	95·4	99	94·2
	85·4	87·4	99·4	95·2	1.00	1.03·3	1.05·7
December.....	81·5	78·4	93	89·4	95	97	1.00
	84·4	82·5	96·2	91·2	1.02·6	1.00·2	1.06·7
January.....	83·4	81·4	93·4	92	1.01·6	98·2	1.04
	86·5	84·2	97	95·6	1.05	1.00·4	1.09·6
February.....	86·1	83	96	88	1.01·4	1.00·4	1.03
	91·4	85·6	98·4	93	1.03·6	1.12·3	1.10·4
March.....	88·5	84·4	97·6	88·2	1.02·4	1.07	1.06·2
	91·1	86·4	99·6	91·2	1.05·5	1.13·6	1.11·4
April.....	88·6	87·5	99·6	87	98·4	1.14·6	1.01
	91·7	93·6	1.05	94·2	1.05·6	1.25·2	1.11·2
May.....	90·3	91·3	1.02·6	93·4	88·4	1.20·7	1.10·3
	96·5	95	1.05·2	96·2	1.00·1	1.28·3	1.14·2
June.....	88·6	93·6	1.03·4	95·2	87·4	1.26	1.00
	96	99·4	1.09·2	99·2	1.01·6	1.35·7	1.10
July.....	88	95	1.05·4	95·2	1.00·7	1.22	1.00·7
	99·1	99	1.09·4	97·2	1.17·4	1.33·6	1.07
August.....	97·7	87·2	1.04·4	96	103·6	98	1.00
	116·7	98	1.07	101·5	1.11·2	1.16	1.11·6
	78	78·4	93	87	87·4	96·6	94·2
	116·7	105·6	1.09·4	1.06·2	1.17·4	1.35·7	1.15·2

SESSIONAL PAPER No. 10d

AVERAGE prices of wheat in store at Fort William, monthly and yearly, September 1, 1913 to August 31, 1914.

Month.	1 Hard.	1 Nor.	2 Nor.	3 Nor.	No. 4.	No. 5.	No. 6.	Feed.
		cts.	cts.	cts.	cts.	cts.	cts.	cts.
Sept. 13.....		85.9	84.2	81.7	75.4			
Oct. 13.....		80.6	78.9	76.7	72.1			
Nov. 13.....		83.2	81.4	79.5	75.5			
Dec. 13.....		83.3	80.1	77.9	73.5	66.8	62.6	57
Jan., 14.....		85.2	83.1	80.5	75.2	69	64.5	58.9
Feb. 14.....		89	87.1	85.4	81.1	72.7	68.7	63.2
Mar. 14.....		90.2	88.6	87	83	79.9	75	69.7
Apr. 14.....		90.1	88.4	86.4	83.1	78.4	73.5	68.5
May 14.....		93.4	91.7	90.3	86.5	79.4	74.6	69.4
June 14.....		91.8	90.6	88.8	84.7	80.3	73.3	70.3
July 14.....		91.1	89.2	86.6	82.1			
Aug.....		1.08.3	1.06.3	1.02.2	1.01.3	93		
Crop Year 1913-14.....		89.3	87.4	85.3	81.2	77.4	70.3	65.3

THE following Table exhibits the yearly range of No. 1 Northern Cash Wheat, in store at Fort William for the undermentioned crop years.

Crop Year.	Months of lowest price	Yearly range of price.	Months of highest price.
1913-14.....	Oct. 1913.....	78 116.7	Aug. 1914.
1912-13.....	Nov, & Dec., '12	78.4 105.6	Sept. 1912.
1911-12.....	Dec. 1911.....	93 1.09.4	July 1912.
1910-11.....	Apr. 1911.....	87 1.06.2	Sept. 1910.
1909-10.....	June 1910.....	87.4 1.17.4	July 1910.
1908-09.....	Sept. 1908.....	96.6 1.35.7	June 1909.
1907-08.....	Nov. 1907.....	94.2 1.15.2	Oct. 1907.

AVERAGE spot prices for Wheat in London, per 496 lbs.

Month.	2N. Man.	Duluth.	Russian.	Plate.	Indian.	Australian.
1913.						
September.....	35	35.9	35.9	36.9	39	37.1½
October.....	35		35	36.3	39	34
November.....	34.6		35.3	37	38.6	34.9
December.....	34		35.9	37.4½	38	34.10½
1914.						
January.....	34		35.9	36.10½	38.4½	35.3
February.....			34	30	36.6	37.9
March.....	36.6		33.9	36½	37	37.9
April.....	35		32.10½	35.4½	36.6	37.9
May.....	37		33.7½	35.4½	36.9	38.3
June.....	36.10½		34.6	35.4½	37.6	37.10½
July.....	36.7½		34.1½	35	36.4½	37.6
August.....	46.3		43.4		43.7½	46.6

5 GEORGE V., A. 1915

AVERAGE spot prices for Wheat in Liverpool, per 100 lbs.

Month.	2N. Man.	Duluth.	Russian.	Plate.	Indian.	Australian.
1913.						
September.....	7·5 ³ ₄	7·1 ³ ₄	7·1	7	7·3 ³ ₄	7·7
October.....	7·4 ³ ₄	7·2 ¹ ₂	6·10 ¹ ₂	7·3	7·0 ¹ ₂	7·4 ³ ₄
November.....	6·11 ¹ ₂	7·2 ¹ ₄	6·5 ¹ ₄	7·0 ¹ ₂	7·4	7·5 ¹ ₄
December.....	7	7·1 ³ ₄	6·5	7·9	7·5 ¹ ₂	7·8
1914.						
January.....	7·1 ¹ ₄	7·1 ¹ ₄	6·8 ³ ₄	.....	7·4	7·9
February.....	7·3 ¹ ₂	.....	7·2	.....	7·7 ¹ ₄	7·9
March.....	7·3 ¹ ₂	.....	.....	.....	.....	7·7
April.....	7·2 ³ ₄	.....	6·11 ¹ ₄	.....	.....	7·6
May.....	7·5 ³ ₄	.....	6·11 ³ ₄	.....	.....	7·9 ¹ ₂
June.....	7·4	.....	6·9 ¹ ₄	.....	7·3 ¹ ₄	7·8
July.....	7·4 ³ ₄	.....	6·10	.....	7·3	7·7 ³ ₄
August.....	8·6 ¹ ₂	.....	7·9	.....	8·5	8·9

AVERAGE prices for Oats in London.

Month.	2 C.W. (320 lb.)	Plate (304 lbs.)
1913.		
September.....	18·6	16·9
October.....	18·7 ¹ ₂	16·7 ¹ ₂
November.....	18·7 ¹ ₂	17·1 ¹ ₂
December.....	18·10 ¹ ₂	17·6
1914.		
January.....	18·10 ¹ ₂	16·9
February.....	18·6	15
March.....	18·7 ¹ ₂	15·6
April.....	18·6	15·1 ¹ ₂
May.....	18·10 ¹ ₂	15·9
June.....	19·4 ¹ ₂	16·6
July.....	19·7 ¹ ₂	17·3
August.....	33·6	29·6

SESSIONAL PAPER No. 10d

MONTHLY range of Cash Prices for Oats (2 C.W.) September 1-August 31, 1912-13—
1913-14.

IN STORE AT PORT WILLIAM OR PORT ARTHUR.

Month.	1912-13.		1913-14.	
	Lowest.	Highest.	Lowest.	Highest.
September.....	42.4	46.0	33.6	36.2
October.....	36.0	43.0	31.6	34.6
November.....	31.0	36.6	33.2	34.7
December.....	31.0	33.0	33.0	35.2
January.....	30.0	32.4	32.0	33.3
February.....	32.2	32.4	33.0	35.2
March.....	31.6	32.7	34.4	35.4
April.....	33.2	35.2	33.5	36.0
May.....	33.2	35.0	33.5	38.5
June.....	34.2	35.6	37.6	39.5
July.....	33.0	34.6	38.1	40.0
August.....	33.6	36.2	40.4	53.0

SESSIONAL PAPER No. 10d

The following table exhibits the monthly range of 1 N.W.C. Flax—Cash in store at Fort William for the undermentioned crop years:—

Months.	1913-14.	1912-13.	1911-12.	1910-11.	1909-10.	1908-09.	1907-08.
September.....	1.18.0 1.33.4	1.55.0 1.66.0	2.00.0 2.40.0	2.18.0 2.48.0	1.30.0	1.17.4 1.22.0	1.21.0 1.27.0
October.....	1.13.0 1.20.0	1.32.0 1.55.0	1.97.0 2.31.0	2.15.0 2.45.0	1.34.0 1.60.0	1.17.4 1.19.0	1.22.0 1.38.0
November.....	1.11.0 1.18.2	1.10.0 1.27.0	1.68.0 2.00.0	2.29.0 2.52.0	1.52.0 1.59.2	1.18.0 1.27.0	1.00.0 1.26.0
December.....	1.16.4 1.22.6	1.02.4 1.09.0	1.66.0 1.88.0	2.05.0 2.26.0	1.50.0 1.79.0	1.19.0 1.21.0	1.01.0 1.04.4
January.....	1.23.0 1.29.4	1.03.0 1.10.6	1.88.0 2.00.0	2.22.0 2.48.0	1.81.0 1.97.0	1.21.2 1.25.0	1.04.0 1.08.4
February.....	1.26.0 1.35.6	1.09.6 1.17.0	1.76.0 1.93.4	2.40.0 2.50.0	1.20.0	1.25.0 1.37.0	1.02.0 1.08.0
March.....	1.32.4 1.39.6	1.07.2 1.10.0	.....	2.25.0 2.47.4	1.89.4 1.96.0	1.28.0 1.35.0	1.03.4 1.07.6
April.....	1.32.2 1.39.0	1.07.4 1.18.4	1.92.0 1.96.4	2.28.0 2.45.0	..... 2.14.0	1.34.0 1.38.0	1.07.4 1.15.0
May.....	1.34.2 1.38.4	1.12.0 1.17.2	1.95.0 2.03.0	2.13.0 2.38.0	..... 2.10.0	1.36.4 1.50.4	1.15.0 1.19.0
June.....	1.37.4 1.40.4	1.13.4 1.17.4	1.96.0 2.12.0	2.10.0 2.25.0	.....	1.48.4 1.52.0	1.17.0 1.22.0
July.....	1.38.6 1.67.0	1.19.4 1.27.0	1.77.0 1.81.0	1.90.0 2.10.0	1.90.0 2.20.0	1.38.0 1.51.0	1.17.0 1.20.0
August.....	1.30.0 1.46.0	1.27.0 1.38.0	1.59.0 1.73.0	2.00.0 2.20.0	2.15.0 2.25.0	1.29.0	1.20.0 1.24.0
Year.....	1.11.0 1.67.0	1.02.4 1.66.0	1.59.0 2.40.0	1.90.0 2.80.0	1.30.0 2.25.0	1.17.4 1.52.0	1.00.0 1.38.0

The following table exhibits the yearly range of 1 N.W.C. cash flax in store at Fort William for the undermentioned crop years:—

Crop year.	1 N. W. C. FLAX.			
	Months of lowest price.		Yearly range of price.	
			Months of highest price	
1913-14.....	Nov., 1913.....	\$1.11.0	\$1.67.0	July, 1914
1912-13.....	Dec., 1912.....	1.02.4	1.66.0	Sept., 1913
1911-12.....	Aug., 1913.....	1.59.0	2.40.0	Sept., 1912
1910-11.....	July, 1911.....	1.90.0	2.50.0	Feb., 1911
1909-10.....	Sept., 1909.....	1.30.0	2.25.0	Aug., 1910
1908-09.....	Sept. and Oct., 1908	1.17.4	1.52.0	June, 1909
1907-08.....	Nov., 1907.....	1.00.0	1.38.0	Oct., 1907

COMPARATIVE Prices—Cash Flax.

Date. Sept.	1 N.W.C.		2 C.W.		3 C.W.	
	1912.	1913.	1912.	1913.	1912.	1913.
1						
2		1.30.4		1.27.4		1.15.4
3		1.33.4		1.31.4	158	1.17.4
4	166	1.32.4	164	1.29.2	158	1.17.0
5		1.31.0		1.28.0	158	1.15.4
6		1.29.0		1.26.0		1.13.4
7						
8		1.31.0		1.28.0		1.15.4
9		1.31.0		1.28.0		1.15.4
10		1.31.0		1.28.0	150	1.15.4
11		1.30.0	153	1.27.0	148	1.14.4
12	155	1.29.0	153	1.26.0	148	1.13.4
13	156	1.28.0	154	1.25.0		1.12.4
14	156		154		145	
15		1.27.0		1.24.0		1.11.4
16	158	1.25.4	156	1.22.4	150	1.10.0
17	158	1.25.0	156	1.22.4	148	1.10.0
18	160	1.25.0	158	1.22.4	150	1.10.0
19	160	1.23.0	158	1.20.4	150	1.08.0
20	163	1.18.0	161	1.15.4	151	1.03.0
21	162		160		150	
22		1.20.0		1.17.4		1.05.0
23	162	1.20.0	160	1.17.4	150	1.05.0
24	162	1.21.0		1.18.4		1.06.0
25	160	1.21.4	154	1.19.0	145	1.06.4
26	159	1.22.0	154	1.20.0		1.06.4
27	153	1.23.0		1.21.0		
28	157		154			
29		1.23.0		1.21.0		
30	157	1.20.4	154	1.18.4		
Oct.						
1	1.54.0	1.20.0	1.51.0	1.18.0		1.04.0
2	1.55.0	1.19.4		1.17.4		1.03.4
3		1.18.0	1.51.0	1.16.0	1.25.0	1.02.0
4	1.53.0	1.18.0	1.49.0	1.16.0		1.02.0
5	1.54.0		1.50.0		1.30.0	
6		1.18.0		1.16.0		1.02.0
7	1.53.0	1.18.4	1.49.0	1.16.4	1.30.0	1.04.4
8	1.52.0	1.18.4	1.48.0	1.16.4	1.30.0	1.04.4
9	1.52.0	1.18.4	1.48.0	1.16.4	1.30.0	1.04.4
10	1.52.0	1.19.0	1.48.0	1.17.0	1.30.0	1.05.0
11	1.51.0	1.18.4	1.47.0	1.16.4		1.04.4
12	1.49.0					
13		1.17.4		1.15.4		1.03.4
14	1.47.0	1.16.0	1.43.0	1.14.0	1.23.0	1.03.0
15	1.44.0	1.15.0		1.13.0		1.02.0
16	1.39.0	1.14.4		1.12.4		1.01.4
17	1.33.0	1.14.0		1.12.0		1.01.0
18		1.15.0		1.13.0	1.10.0	1.02.0
19	1.35.0					
20						
21	1.37.0	1.15.0		1.13.0	1.12.0	1.02.0
22	1.33.0	1.13.4		1.11.4		1.01.0
23	1.34.0	1.14.0	1.32.0	1.12.0	1.12.0	1.01.0
24	1.34.4	1.14.0	1.31.4	1.12.0	1.12.0	1.01.0
25	1.32.0	1.13.0	1.30.0	1.11.0	1.18.0	1.00.0
26	1.32.4		1.30.0			
27		1.13.0		1.11.0		1.00.0
28	1.32.4	1.14.0	1.30.0	1.12.0		1.01.0
29	1.35.0	1.16.0		1.14.0		1.03.0
30	1.35.0	1.14.4	1.31.4	1.12.4	1.12.0	1.01.4
31	1.35.0	1.14.4		1.12.4		1.01.4

SESSIONAL PAPER No. 10d

COMPARATIVE Prices—Cash Flax—Continued.

Month.	1 N.W.C.		2 C.W.		3 C.W.	
	1912.	1913.	1912.	1913.	1912.	1913.
Nov.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1.....		1.13.4		1.11.4		1.00.4
2.....						
3.....		1.13.4		1.11.4		1.01.4
4.....	1.24.0	1.12.4	1.21.0	1.10.4		1.00.0
5.....	1.19.0	1.11.0		1.09.0		.99.0
6.....	1.24.0	1.11.4		1.09.4		.99.4
7.....		1.11.6		1.09.6		.99.6
8.....	1.26.4	1.11.6		1.09.6		.99.6
9.....	1.27.0		1.23.0		1.00.0	
10.....		1.11.6		1.09.6		.99.6
11.....	1.26.0	1.11.6	1.23.0	1.09.6		.99.6
12.....	1.26.0	1.12.2	1.22.0	1.10.2	1.00.0	1.00.2
13.....	1.23.4	1.13.4		1.11.4		1.01.4
14.....	1.20.4	1.14.3	1.18.0	1.12.3		1.02.3
15.....		1.15.5		1.13.5		1.03.5
16.....						
17.....		1.15.6		1.13.6		1.03.6
18.....	1.21.0	1.13.2		1.11.2		1.01.2
19.....		1.13.7		1.11.7		1.01.7
20.....		1.14.6		1.12.6		1.02.6
21.....	1.19.0	1.14.4	1.17.0	1.12.4	.96.0	1.02.4
22.....	1.19.4	1.14.4	1.17.0	1.12.4	.96.0	1.02.4
23.....	1.15.0					
24.....		1.15.6		1.13.6		1.03.6
25.....	1.16.0	1.16.7		1.13.7		1.03.7
26.....		1.16.2		1.14.2		1.01.2
27.....	1.12.0	1.16.2		1.14.2		1.01.2
28.....	1.13.0	1.18.2		1.16.2	.85.0	1.03.2
29.....	1.13.0	1.17.2	1.08.0	1.15.2	.85.0	
30.....	1.10.0					
Dec.						
1.....		1.16.6		1.14.4		
2.....	1.09.0	1.16.4		1.14.2		
3.....		1.17.4		1.15.0		
4.....		1.18.6		1.16.6		
5.....	1.08.0	1.20.0	1.06.0	1.18.0	.86.0	
6.....	1.07.0	1.19.2	1.04.4	1.17.2	.86.0	
7.....	1.07.0		1.03.0		.85.0	
8.....		1.20.0		1.18.0		
9.....		1.20.2		1.18.2	.84.0	
10.....	1.04.0	1.20.4	1.02.0	1.18.4	.84.0	
11.....	1.05.4	1.21.4	1.03.4	1.19.4	.85.0	
12.....	1.06.0	1.21.6	1.04.0	1.19.6	.86.0	
13.....	1.07.0	1.21.4	1.05.0		.85.0	
14.....	1.05.0		1.03.0		.85.0	
15.....		1.22.4	1.20.4			
16.....	1.05.0	1.21.0	1.03.0	1.19.0	.85.0	1.04.0
17.....	1.05.0	1.19.6	1.03.0	1.17.6	.85.0	
18.....	1.05.0	1.18.4	1.03.0	1.16.4	.85.0	
19.....	1.07.0	1.20.2	1.05.0	1.18.2	.86.0	1.03.2
20.....	1.07.0	1.20.4	1.05.0	1.18.4	.86.0	
21.....	1.06.0		1.04.0		.85.0	
22.....		1.21.1		1.19.3		1.04.3
23.....	1.05.0	1.22.6	1.03.0	1.20.6	.85.0	1.05.6
24.....	1.05.0	1.22.2	1.03.0	1.20.0		1.05.0
25.....			Holi day.			
26.....	1.02.4		1.00.4		.82.4	
27.....	1.02.4		1.00.0		.83.0	
28.....	1.03.4		1.01.4		.83.4	
29.....		1.22.2		1.20.2		1.05.2
30.....		1.22.2		1.20.0		1.05.0
31.....	1.04.0	1.22.2	1.02.4	1.20.0	.85.0	

COMPARATIVE Prices—Cash Flax—Continued.

Month.	1 N.W.C.		2 C.W.		3 C.W.	
	1912	1913.	1912.	1913.	1912.	1913
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Jan.						
1..			Holi day.			
2...	1.06.0	1.23.0	1.04.0	1.20.0	.86.0	
3.....	1.05.0	1.24.2	1.03.0	1.21.4	.85.0	
4.....	1.05.0		1.03.0			
5.....		1.27.2		1.24.2		
6.....	1.03.0	1.25.2	1.01.0	1.22.2	.84.0	1.10.0
7.....	1.04.4	1.27.0	1.02.2	1.24.0	.86.0	1.12.0
8.....	1.04.6	1.28.0	1.02.4	1.25.0	.86.0	1.13.0
9.....	1.04.4	1.28.0	1.02.2	1.25.0	.86.0	1.13.0
10.....	1.04.6	1.28.6	1.02.0	1.25.6	.86.0	1.13.4
11.....	1.05.0		1.02.6		.86.0	
12.....		1.28.4		1.25.4		1.13.0
13.....	1.05.0	1.29.0	1.02.6	1.26.0	.87.4	1.13.0
14.....	1.06.0	1.29.4	1.03.6	1.26.4	.87.4	1.13.4
15.....	1.07.2	1.28.4	1.05.2	1.25.4	.88.0	1.12.4
16.....	1.07.4	1.27.0	1.05.4	1.24.0	.88.0	1.11.0
17.....		1.25.4		1.22.4		1.10.4
18.....	1.07.0		1.05.4		.88.4	
19.....		1.26.4		1.23.4		1.10.4
20.....	1.07.4	1.27.0	1.05.0	1.24.0	.89.0	1.11.0
21.....	1.06.4	1.27.0	1.04.0	1.24.0	.89.0	1.11.0
22.....	1.07.2	1.27.4	1.04.4	1.24.4	.89.0	1.11.4
23.....	1.08.0	1.27.4	1.05.4	1.24.4	.89.4	1.11.4
24.....	1.09.4	1.28.0	1.07.0	1.25.0	.90.0	1.12.0
25.....	1.08.4		1.06.2		.90.0	
26.....		1.27.4		1.24.4		1.11.4
27.....	1.08.0	1.27.0	1.05.6	1.24.0	.90.0	1.11.0
28.....	1.09.4	1.27.2	1.07.2	1.24.2	.91.0	1.11.2
29.....	1.10.6	1.25.4	1.08.4	1.22.4	.92.0	1.09.4
30.....	1.10.6	1.25.4	1.08.4	1.22.4	.92.0	1.09.4
31.....	1.10.6	1.26.4	1.08.4	1.22.4	.92.0	1.09.4
Feb.						
1.....	1.11.2		1.09.2		.93.0	
2.....		1.27.0		1.24.0		1.10.0
3.....	1.13.2	1.26.2	1.11.0	1.23.2	.93.0	1.09.2
4.....	1.15.0	1.26.0	1.13.0	1.23.0	.96.0	1.09.0
5.....		1.26.6		1.23.6		1.09.6
6.....	1.15.4	1.27.2	1.13.2	1.24.2	.97.0	1.10.2
7.....	1.15.4	1.27.4	1.13.2	1.24.4	.97.0	1.10.4
8.....	1.15.0		1.12.6		.96.0	
9.....		1.29.0		1.26.0		1.13.0
10.....	1.15.2	1.29.2	1.13.0	1.26.2	.96.0	1.13.2
11.....	1.15.6	1.29.0	1.13.2	1.26.0	.97.4	1.13.0
12.....	1.15.0	1.29.4	1.12.4	1.26.4	.97.0	1.13.4
13.....	1.14.2	1.29.4	1.11.6	1.26.4	.97	1.13.4
14.....	1.13.0	1.30.0	1.10.2	1.27.0	.97.0	1.14.0
15.....	1.12.6	1.00.0	1.09.6		.97.0	
16.....		1.31.0		1.28.0		1.15.0
17.....	1.14.0	1.31.6	1.11.2	1.28.6	.97.0	1.15.6
18.....	1.14.4	1.31.4	1.11.4	1.28.4	.98.0	1.15.4
19.....	1.14.4	1.32.2	1.11.4	1.29.2	.98.0	1.16.2
20.....	1.14.0	1.32.4	1.11.0	1.29.4	.98.0	1.16.4
21.....	1.11.7	1.33.0	1.08.5	1.30.0	.98.0	1.17.0
22.....	1.11.6		1.08.6		.97.0	
23.....		1.32.6		1.29.6		1.16.6
24.....	1.12.0	1.33.2	1.09.2	1.30.2	.97.4	1.17.0
25.....	1.11.2	1.33.4	1.08.2	1.30.4	.97.0	1.17.4
26.....	1.10.6	1.34.4	1.07.2	1.31.4	.97.0	1.18.4
27.....	1.09.6	1.34.2	1.06.6	1.31.2	.96.0	1.18.2
28.....	1.09.6	1.35.6	1.06.6	1.32.6	.96.0	1.19.6

SESSIONAL PAPER No. 10d

COMPARATIVE Prices—Cash Flax—Continued.

Month.	1 N.W.C.		2 C.W.		3 C.W.	
	1912.	1913.	1912.	1913.	1912.	1913.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mar.						
1.....	1.10.0		1.07.0		96.0	
2.....		1.35.6		1.32.6		1.19.6
3.....		1.33.6		1.30.6		1.17.6
4.....	1.09.1	1.33.6	1.07.0	1.30.6	96.0	1.17.6
5.....	1.09.4	1.32.4	1.06.6	1.29.4	96.0	1.16.4
6.....	1.08.4	1.33.4	1.05.6	1.30.4	95.0	1.17.4
7.....	1.07.4	1.33.4	1.04.6	1.30.4	94.0	1.17.4
8.....	1.07.2		1.05.4		95.0	
9.....		1.34.0		1.31.0		1.18.0
10.....	1.09.2	1.34.2	1.06.6	1.31.2	97.0	1.18.0
11.....	1.09.4	1.36.0	1.06.6	1.33.0	98.0	1.20.0
12.....	1.09.4	1.35.6	1.06.6	1.32.6	98.0	1.19.6
13.....	1.09.2	1.35.0	1.06.4	1.32.0	98.0	1.19.0
14.....	1.08.4	1.36.2	1.06.0	1.33.2	97.0	1.20.2
15.....	1.09.0		1.05.4		97.0	
16.....		1.37.2		1.34.2		1.21.2
17.....	1.08.6	1.37.0	1.06.0	1.34.0	97.0	1.21.0
18.....	1.08.6	1.37.0	1.06.0	1.34.0	97.0	1.21.0
19.....	1.09.0	1.37.6	1.06.4	1.34.6	97.0	1.21.6
20.....	1.09.6	1.37.6	1.07.0	1.34.6	98.0	1.23.6
21.....		1.37.4		1.34.4		1.23.4
22.....						
23.....		1.38.2		1.35.2		1.24.2
24.....	1.09.6	1.39.0	1.07.4	1.36.0	98.0	1.25.0
25.....	1.09.2	1.39.6	1.06.6	1.36.6	98.0	1.25.6
26.....	1.09.4	1.39.2	1.06.4	1.36.2	98.4	1.25.2
27.....	1.08.4	1.38.4	1.06.0	1.35.4	98.0	1.24.4
28.....	1.08.4	1.39.4	1.06.0	1.36.4	98.4	1.25.4
29.....	1.08.0		1.05.4		97.4	
30.....		1.38.2		1.35.2		1.24.2
31.....	1.07.6	1.36.4	1.05.0	1.33.4	97.4	1.22.4
Apr.						
1.....	1.08.2	1.37.0	1.05.4	1.34.0	97.4	1.23.0
2.....	1.07.4	1.37.6	1.04.6	1.34.6	97.0	1.23.6
3.....	1.09.0	1.39.0	1.06.4	1.36.0	98.4	1.28.0
4.....	1.12.2	1.38.0	1.09.4	1.35.0	1.01.4	1.27.0
5.....	1.11.6		1.09.2		1.01.0	
6.....		1.37.2		1.34.2		1.26.0
7.....	1.10.6	1.36.6	1.08.2	1.33.6	1.00.0	1.25.4
8.....	1.10.6	1.37.0	1.08.2	1.34.0	1.00.0	1.26.0
9.....	1.11.4	1.35.2	1.08.4	1.32.2	1.00.4	1.24.0
10.....	1.12.4		1.09.0		1.02.0	
11.....	1.12.0	1.33.2	1.09.2	1.30.2	1.01.0	1.22.0
12.....	1.11.4		1.09.0		1.01.0	
13.....		1.34.4		1.31.4		1.23.2
14.....	1.09.6	1.34.4	1.07.6	1.31.4	99.2	1.23.2
15.....	1.11.4	1.35.2	1.09.4	1.32.2	1.01.0	1.24.2
16.....	1.12.4	1.35.0	1.10.0	1.32.0	1.03.4	1.24.0
17.....	1.14.0	1.36.0	1.12.0	1.33.0	1.04.0	1.24.4
18.....	1.13.4	1.36.4	1.11.4	1.33.4	1.03.4	1.25.0
19.....	1.13.2		1.11.2		1.03.0	
20.....		1.35.0		1.32.0		1.24.0
21.....	1.13.2	1.35.4	1.11.2	1.32.4	1.03.0	1.24.4
22.....	1.15.4	1.35.2	1.13.0	1.32.2	1.05.0	1.24.2
23.....	1.16.6	1.33.0	1.14.2	1.30.0	1.06.0	1.21.4
24.....	1.18.4	1.32.2	1.16.2	1.29.4	1.07.4	1.20.6
25.....	1.18.4	1.33.0	1.16.2	1.30.0	1.08.0	1.21.4
26.....	1.16.0		1.14.4		1.05.4	
27.....		1.33.4		1.30.4		1.22.0
28.....	1.15.2	1.34.0	1.13.0	1.31.0	1.05.0	1.22.4
29.....	1.16.0	1.33.6	1.13.6	1.30.6	1.06.0	1.22.2
30.....	1.17.6	1.33.6	1.15.4	1.30.6	1.07.6	1.22.2

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COMPARATIVE Prices—Cash Flax—*Continued.*

Month.	1 N.W.C.		2 C.W.		3 C.W.	
	1912.	1913.	1912.	1913.	1912.	1913.
May.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	1 17.2	1 34.2	1 15.0	1 31.2	1 06.0	1 23.0
2	1 16.0	1 36.0	1 14.0	1 33.0	1 05.4	1 25.0
3	1 15.0		1 13.0		1 04.4	
4						
5		1 36.4		1 33.4		1 24.4
6	1 14.0	1 36.3	1 12.0	1 33.3	1 04.0	1 23.3
7	1 14.2	1 34.4	1 12.0	1 31.4	1 04.0	1 21.4
8	1 13.0	1 35.0	1 11.0	1 32.0	1 03.0	1 22.0
9	1 12.0	1 35.6	1 10.0	1 32.6	1 02.0	1 22.6
10	1 12.6		1 10.6		1 02.6	
11		1 36.6		1 33.6		1 24.6
12	1 13.0	1 36.2	1 11.0	1 33.2	1 03.0	1 24.2
13	1 12.6	1 36.0	1 10.6	1 33.0	1 02.6	1 23.0
14	1 13.4	1 36.4	1 11.4	1 33.4	1 03.4	1 23.4
15	1 14.4	1 36.4	1 12.4	1 33.4	1 04.4	1 23.4
16	1 13.6	1 37.0	1 11.6	1 34.0	1 03.6	1 24.0
17	1 14.0		1 12.0		1 04.0	
18		1 36.6		1 33.6		1 23.6
19	1 15.0	1 36.4	1 13.0	1 33.4	1 04.0	1 23.4
20	1 16.2	1 36.2	1 14.2	1 33.2	1 05.6	1 23.2
21	1 16.4	1 36.4	1 14.4	1 33.4	1 06.0	1 23.4
22	1 16.0	1 36.0	1 14.0	1 33.0	1 05.4	1 23.0
23	1 16.2	1 37.0	1 14.2	1 34.0	1 06.0	1 24.0
24						
25						
26	1 15.0	1 37.0	1 13.0	1 33.7	1 05.0	
27	1 14.6	1 37.0	1 12.6	1 34.0	1 04.4	
28		1 37.6		1 34.6		1 21.0
29	1 15.0	1 38.0	1 12.4	1 35.0	1 03.4	1 21.0
30	1 15.0	1 38.4	1 12.4	1 35.4	1 03.0	1 21.4
31	1 15.4		1 12.4		1 03.4	
June						
1		1 39.7		1 36.7		1 24.7
2	1 14.4	1 39.6	1 12.0	1 36.6	1 02.4	1 24.6
3						
4	1 14.0	1 39.0	1 11.0	1 36.0	1 02.0	1 24.0
5	1 13.4	1 39.4	1 10.4	1 36.4	1 01.4	
6	1 14.0	1 40.0	1 11.0	1 37.0	1 02.0	1 25.0
7	1 14.0		1 11.0		1 02.0	
8		1 40.1		1 37.1		1 25.0
9	1 13.4	1 39.1	1 10.6	1 36.1	1 01.4	1 24.1
10	1 13.4	1 40.0	1 10.6	1 37.0	1 01.4	1 25.0
11	1 14.0	1 40.4	1 11.2	1 37.4	1 02.0	1 25.4
12	1 14.4	1 40.0	1 12.4	1 37.0	1 03.0	1 25.0
13	1 14.6	1 39.6	1 12.4	1 36.6	1 03.0	1 24.6
14	1 14.6		1 12.4		1 03.0	
15		1 39.4		1 36.4		1 24.4
16	1 15.4	1 39.7	1 13.0	1 36.7	1 03.0	1 24.7
17	1 14.4	1 40.0	1 12.0	1 37.0	1 02.0	1 25.0
18	1 14.0	1 39.1	1 12.4	1 36.1	1 02.4	1 24.1
19	1 14.0	1 39.6	1 11.4	1 36.6	1 01.4	1 24.6
20	1 14.4	1 39.3	1 12.0	1 36.3	1 02.0	1 24.3
21	1 15.6		1 13.4			
22		1 37.7		1 34.7		1 22.7
23	1 15.0	1 38.2	1 12.4	1 35.2	1 02.4	1 23.2
24	1 16.0	1 39.2	1 14.4	1 36.2	1 03.0	1 24.2
25	1 16.4	1 39.4	1 13.6	1 36.4		1 24.4
26	1 16.0	1 37.6	1 13.4	1 34.6	1 03.4	1 22.6
27	1 16.0	1 38.3	1 13.4	1 35.3	1 03.4	1 23.3
28	1 17.0		1 14.0		1 04.0	
29		1 37.4		1 34.4		1 22.4
30	1 17.4	1 37.4	1 15.0	1 34.4	1 04.0	1 22.2

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COMPARATIVE Prices—Cash Flax—*Concluded.*

Month.	1 N.W.C.		2 C.W.		3 C.W.	
	1912.	1913.	1912.	1913.	1912.	1913.
July.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1.....						
2.....	119.4	139.0	117.0	136.0	105.0	124.0
3.....	122.4	138.7	119.4	135.7	107.4	122.7
4.....	122.4	139.2	119.4	136.2	107.4	123.0
5.....						
6.....		139.0		136.0		123.0
7.....	121.0	138.6	118.0	135.6	106.0	122.6
8.....	120.0	139.1	117.4	136.4	105.4	
9.....	120.4	139.2	118.0	136.2	106.0	123.2
10.....	123.0	139.6	120.0	136.6	108.4	123.6
11.....	123.4	140.0	120.4	137.0	109.0	123.0
12.....	123.0		120.0		108.4	
13.....		141.4		138.4		125.4
14.....	123.0	141.2	120.0	138.2	109.0	125.2
15.....	123.6	142.2	120.4	139.2	109.0	126.2
16.....	125.0	143.6	122.0	140.6	110.0	127.6
17.....	124.4	144.4	121.4	141.4	109.4	128.4
18.....	123.4	145.4	120.4	142.4	109.0	129.4
19.....	122.4		119.4		108.4	
20.....		146.0		143.0		130.0
21.....	123.4	149.1	120.4	146.1	109.4	133.1
22.....	124.0	152.0	120.4	149.0	109.4	136.0
23.....	124.0	153.6	120.0	150.6	109.0	137.7
24.....	126.0	157.0	122.0	154.0	110.4	141.0
25.....	127.0	161.4	123.4	158.4	112.0	145.4
26.....	126.0		122.4		111.0	
27.....		165.0		162.0		149.0
28.....	127.0	167.0	123.4	164.0	112.0	152.0
29.....	127.0	163.4	123.4	160.4	112.0	148.4
30.....	127.0	155.0	123.4	152.0	112.0	140.0
31.....	126.4	149.6	123.0	146.3	111.0	134.6
Aug.						
1.....	128.0	146.0	124.4	143.0	112.4	131
2.....	128.4		125.0		113.0	
3.....						
4.....	129.0		125.4		113.0	
5.....	128.4		124.4		112.4	
6.....	128.4		124.4		112.4	
7.....	128.4		124.4		112.4	
8.....	128.4		124.4		112.4	
9.....	128.4		124.4		112.4	
10.....						
11.....						
12.....	132.0		128.0		116.0	
13.....	135.0	137.0	131.0	134.0	119.0	
14.....	138.0	130.0	134.4	127.0	122.4	
15.....	137.0	131.0	133.0	128.0	121.0	
16.....	137.0		133.0		121.0	
17.....		137.0		134.0		
18.....	136.0		133.0		121.0	
19.....	133.0	141.0	130.0		118.0	
20.....	132.0	142.0	129.0	138.0	117.0	
21.....	134.0	137.0	131.0	132.4	118.4	
22.....	132.4	140.0	129.4		117.0	
23.....	132.4		129.4		117.0	
24.....		139.0		136.0		
25.....	132.0	139.0	129.0	136.0	117.0	
26.....	132.0	140.0	129.0	137.0		
27.....	131.0	138.0	128.0	135.0	116.0	
28.....	129.4	135.0	126.4	132.0	114.4	
29.....	127.0	134.4	124.0	131.4	112.0	
30.....	128.0		125.0		113.0	
31.....		140.0		137.0		

5 GEORGE V., A. 1915

AVERAGE Prices for Flax in

Month.	LONDON.			HULL.		
	1 Canadian. (424 Lbs.)	Plate. (416 Lbs.)	Calcutta. (410 Lbs.)	1 Canadian. (424 Lbs.)	Plate. (416 Lbs.)	Calcutta. (410 Lbs.)
1913.						
September...	44·7½	45·4½	46·09	45·10½	44·07½	47·1½
October.....	43·1½	42·4½	45·07½	43·07½	42·03	46·0
November.....		44·3	43·04½		41·03	
December...		43·9	46·06		43·10½	
1914.						
January.....		43·1½	48·01½		43·01½	
February.....		43·0	47·06		43·00	
March.....		45·3	50·03		45·01½	
April.....		45·4½	50·00		45·03	50·1½
May.....		45·6	49·06		45·04½	49·9
June.....			50·10½		47·00	50·9
July.....			51·03		49·10½	51·3
August.....		49·0	50·02½		49·00	

TABLE showing High, Low and Close for October, November, December and May Wheat for October.

DATE.	OCTOBER.			NOVEMBER.			DECEMBER.			MAY.		
	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.
October.												
1	82.4	82.0	82.2				81.7	81.3	81.5	87.4	87.0	87.3
2	82.3	81.7	82.1				81.7	81.3	81.6	87.5	87.0	87.4
3	82.3	82.0	82.0				81.7	81.4	81.5	87.6	87.2	87.3
4	81.7	81.5	81.5				81.4	81.2	81.2	87.2	86.7	86.7
5												
6	81.4	81.2	81.2				81.0	80.6	80.7	86.6	86.2	86.4
7	82.0	81.4	81.6			82.0	81.5	81.0	81.3	87.2	86.6	87.0
8	82.0	81.5	81.5			81.7	81.5	81.2	81.2	87.2	86.6	86.6
9	81.4	81.2	81.3			81.5	81.1	80.7	81.0	86.7	86.5	86.5
10	82.0	81.4	81.7			82.1	81.5	81.1	81.3	87.2	86.6	87.1
11	82.2	81.6	81.6			81.6	81.4	81.1	81.1	87.1	86.5	86.5
12												
13	82.4	81.2	81.2				80.7	80.4	80.4	86.4	86.0	86.0
14	81.1	80.6	80.6			80.6	80.3	80.0	80.0	85.7	85.7	85.4
15	80.5	80.0	80.0			80.0	79.6	79.3	79.3	85.3	84.7	84.7
16	79.6	78.7	78.7	79.7	79.1	79.1	79.1	78.2	78.3	84.6	83.7	84.0
17	78.7	78.2	78.6	79.0	78.4	78.7	78.5		78.3	81.0	83.2	83.7
18	79.3	78.4	78.4	79.5	78.5	78.5	79.0	78.0	78.0	84.5	83.5	83.5
19												
20												
21	79.5	79.1	79.1	79.6	79.3	79.2	79.2	78.5	78.7	84.6	84.2	84.2
22	79.2	78.7	79.2	79.4	79.0	79.3	79.3	78.6	79.3	85.0	84.3	84.7
23	79.3	79.0	79.3	79.5	79.1	79.4	79.6	79.0	79.5	85.2	84.4	85.2
24	79.6	79.3	79.3	79.7	79.4	79.4	80.0	79.3	79.2	85.5	85.0	85.0
25	79.6	79.3	79.6	79.6	79.5	79.6	79.4	79.2	79.4	85.1	84.7	85.1
26												
27	81.6	80.2	81.6	81.6	80.0	81.4	81.5	79.5	81.2	87.2	85.3	86.7
28	81.4	81.0	81.2	81.3	81.0	81.2	81.2	80.5	81.0	86.7	86.2	86.5
29	83.1	82.1	82.6	83.0	82.0	82.6	83.0	81.6	82.4	88.4	87.2	88.0
30	82.5	82.0	82.4	82.5	82.0	82.2	82.2	81.5	82.2	87.6	87.1	87.6
31	83.3	82.6	83.0	83.2	82.6	83.0	83.2	82.4	82.6	88.6	87.7	88.3

[illegible]

TABLE showing High, Low and Close for January, December, May and July Wheat for December.

DATE.	JANUARY.			DECEMBER.			MAY.			JULY.		
	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.
1.				82.5	81.7	82.5	88.3	87.3	88.2	90.0	89.4	89.4
2.				82.7	82.2	82.3	88.3	88.0	88.0	89.7	89.3	89.4
3.				82.7	82.2	82.6	88.3	87.6	88.2	89.7	89.3	89.6
4.				84.0	83.2	84.0	89.0	88.4	89.0	90.5	90.2	90.5
5.				84.5	84.0	84.4	89.5	89.0	89.3	91.1	90.5	91.0
6.				84.3	84.1	84.3	89.3	89.0	89.3	90.6	90.5	90.6
7.												
8.				84.6	84.1	84.0	89.5	89.1	89.0	91.2	90.5	90.4
9.				84.3	84.0	84.2	89.3	89.0	89.2	90.7	90.5	90.6
10.				84.2	83.6	84.2	89.5	89.1	89.5	91.1	90.6	91.1
11.				84.2	83.5	83.5	89.6	89.2	89.2	91.2	90.6	90.6
12.				83.5	83.1	83.5	89.3	89.0	89.2	90.7	90.5	90.6
13.				83.6	83.3	83.3	89.4	89.1	89.2	90.7	90.5	90.5
14.												
15.				83.3	83.1	83.3	89.3	89.1	89.3	90.7	90.6	90.6
16.				83.1	82.6	82.6	89.1	89.1	89.1	90.6	90.4	90.4
17.				82.7	82.4	82.4	89.3	89.1	89.1	90.4	90.4	90.4
18.				82.4	81.6	81.6	89.2	88.2	88.2	90.4	89.7	89.6
19.				82.5	81.7	82.4	89.0	88.2	89.0	90.4	89.7	90.3
20.	83.1	82.6	83.1	82.5	82.2	82.5	89.1	88.6	89.1	90.4	90.1	90.3
21.												
22.	83.0	83.0	83.0	82.7	82.5	82.6	89.3	89.0	89.2	90.5	90.4	90.4
23.	83.0	82.7	83.0	82.5	82.4	82.4	89.2	88.7	89.1	90.5	90.3	90.3
24.	83.0	82.7	83.1	83.0	82.6	82.7	89.1	89.0	89.1	90.5	90.3	90.5
25.												
26.												
27.												
28.												
29.	83.0	82.7	83.2	83.4	82.6	83.3	89.3	88.5	89.2	91.0	90.2	90.7
30.	83.2	83.2	83.2	83.3	83.2	83.2	89.2	89.0	88.7	91.0	90.6	90.5
31.	83.4	83.4	83.4	83.4	83.2	83.3	89.3	89.0	89.2	91.0	90.6	90.7

TABLE showing High, Lowa and Close for January, May and July Wheat for Month of January.

DATE.	JANUARY.			MAY.			JULY.		
	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.
January.									
1.....									
2.....	83.5	83.5	83.5	89.7	89.3	89.4	91.4	91.1	91.0
3.....	84.2	84.2	84.2	90.0	89.5	90.0	91.5	91.4	91.5
4.....									
5.....	84.5	84.5	84.5	90.4	89.7	90.2	92.1	91.6	91.7
6.....	84.1	84.1	84.1	90.4	89.6	89.6	92.1	91.4	91.4
7.....	84.5	84.5	84.5	90.3	89.7	90.2	92.0	91.7	91.7
8.....	85.0	84.6	84.5	90.4	90.1	90.2	92.1	91.6	91.6
9.....	4.7	84.6	84.5	90.2	90.0	90.0	91.7	91.5	91.5
10.....	84.7	84.7	84.7	90.2	90.0	90.1	91.7	91.5	91.6
11.....									
12.....	85.4	85.3	85.3	90.6	90.3	90.4	92.3	92.1	92.1
13.....	85.4	85.3	85.4	90.6	90.4	90.6	92.2	92.0	92.2
14.....	86.4	86.4	86.4	91.4	90.7	91.4	93.0	92.5	93.0
15.....	86.3	86.3	86.3	91.4	91.0	91.3	93.0	92.5	93.0
16.....				91.2	90.6	91.0	92.7	92.3	92.5
17.....				90.6	90.3	90.3	92.2	91.1	92.0
18.....									
19.....			85.1	90.4	90.1	90.1	92.1	91.6	91.5
20.....			85.2	90.5	90.2	90.2	92.2	91.6	91.7
21.....			85.2	90.6	90.2	90.2	92.2	91.7	91.7
22.....			85.7	90.7	90.3	90.7	92.4	92.1	92.3
23.....			86.0	91.4	90.7	91.3	93.0	92.4	92.7
24.....			86.4	91.5	91.3	91.4	93.1	93.0	93.1
25.....									
26.....	86.2	86.2	86.2	91.3	91.0	91.0	93.0	92.5	92.5
27.....	86.3	86.3	86.3	91.7	90.7	91.1	92.6	92.4	92.6
28.....	86.5	86.5	86.5	91.3	91.1	91.3	93.0	92.7	93.0
29.....	86.2	86.2	86.2	91.4	90.7	90.7	93.0	92.4	92.4
30.....	86.0	86.0	86.0	91.0	91.2	90.4	92.3	91.7	92.0
31.....	86.0	86.0	86.0	90.4	90.3	90.4	92.1	92.0	92.0

TABLE showing High, Low and Close for October, May and July Wheat, for month of February.

DATE.	OCTOBER.			MAY.			JULY.		
	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.
February.									
1.....	88.2	88.1	88.1	91.0	90.4	91.0	92.5	92.1	92.0
2.....	88.5	87.6	87.6	91.2	90.0	90.5	93.0	92.2	92.2
3.....	88.7	87.6	87.6	90.6	90.4	90.4	92.3	92.2	92.1
4.....	88.0	88.0	88.0	91.0	90.5	90.7	92.5	92.3	92.4
5.....	88.1	88.1	88.1	91.2	91.1	91.2	93.0	92.6	93.0
6.....	88.1	88.1	88.1	91.5	91.3	91.3	93.2	93.0	93.1
7.....									
8.....									
9.....	88.1	88.1	88.1	91.6	91.4	91.4	93.4	93.1	93.2
10.....	88.3	88.3	88.3	91.7	91.3	91.7	93.3	93.0	93.5
11.....	88.4	88.4	88.4	92.2	91.7	92.0	93.7	93.5	93.6
12.....	88.4	88.4	88.4	92.0	91.7	92.0	93.5	93.4	93.5
13.....	88.6	88.6	88.6	92.3	92.1	92.2	94.1	93.7	93.7
14.....	88.4	88.4	88.4	92.2	92.0	92.1	93.7	93.6	93.6
15.....									
16.....	89.4	89.2	89.2	92.5	92.3	92.4	94.2	93.7	94.1
17.....	90.3	90.0	90.3	93.4	92.7	93.4	95.1	94.3	95.1
18.....	90.1	90.1	90.1	93.5	93.1	93.2	95.1	94.6	94.6
19.....	90.2	90.2	90.2	93.7	93.1	93.6	95.3	94.6	95.2
20.....	90.1	90.1	90.1	94.0	93.4	93.5	95.4	95.1	95.2
21.....	90.4	90.3	90.3	94.2	93.7	93.7	95.6	95.3	95.4
22.....									
23.....	90.3	90.3	90.3	94.1	93.7	94.1	95.6	95.4	95.5
24.....	90.3	90.2	90.2	94.1	93.6	94.0	95.5	95.3	95.4
25.....	90.2	90.2	90.2	94.3	93.7	94.1	95.6	95.4	95.4
26.....	90.5	90.5	90.5	94.5	94.3	94.4	96.2	95.7	96.0
27.....	90.3	90.3	90.3	94.3	94.0	94.3	95.7	95.4	95.7
28.....	90.2	90.2	90.2	94.4	94.1	94.1	96.1	95.6	95.5

TABLE showing High, Low and Close for October, May and July wheat for April.

DATE.	OCTOBER.			MAY.			JULY.		
	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.
1.....	87.5	87.1	87.5	91.1	90.3	90.7	92.6	92.1	92.6
2.....	87.4	87.4	87.4	91.3	90.4	91.3	93.1	92.2	93.1
3.....	88.3	87.7	88.0	91.6	91.2	91.3	93.4	93.0	93.1
4.....	87.4	87.4	87.4	91.2	90.7	91.1	92.7	92.5	92.6
5.....									
6.....	87.2	87.1	87.1	90.6	90.4	90.4	92.5	92.2	92.2
7.....	87.2	86.6	86.6	90.6	90.0	90.0	92.4	91.6	91.6
8.....	87.4	87.2	87.3	90.6	90.1	90.5	92.5	91.7	92.4
9.....	87.7	87.2	87.3	91.1	90.3	90.3	93.0	92.2	92.2
10.....									
11.....	87.6	87.3	87.3	90.6	90.4	90.5	92.5	92.2	92.4
12.....									
13.....	87.6	87.2	87.2	90.6	90.1	90.1	92.4	92.1	92.1
14.....	87.4	87.4	87.4	90.4	89.6	90.4	92.3	91.5	92.4
15.....	87.6	87.2	87.6	90.6	90.2	90.6	92.5	92.2	92.5
16.....	86.7	86.7	86.7	90.4	90.0	90.1	92.3	91.7	92.0
17.....	87.3	86.7	87.1	90.4	90.2	90.3	92.2	92.0	92.1
18.....	86.7	86.6	86.6	90.3	90.0	90.1	92.1	91.6	91.6
19.....									
20.....	87.3	86.7	87.0	90.4	90.1	90.2	92.3	91.7	92.0
21.....	87.4	87.2	87.3	90.6	90.3	90.6	92.5	92.2	92.5
22.....	88.6	88.0	88.5	92.1	91.1	91.7	94.0	93.0	93.7
23.....	88.2	88.0	88.1	92.5	91.1	91.5	93.4	93.1	93.4
24.....	88.3	88.1	88.1	92.0	91.4	91.4	93.7	93.3	93.3
25.....	88.5	88.4	88.5	92.1	91.7	92.1	94.0	93.6	94.0
26.....									
27.....	88.7	88.4	88.3	92.4	92.0	92.1	94.3	93.7	94.0
28.....	88.4	88.1	88.0	92.0	91.4	91.4	93.7	93.4	93.4
29.....	88.2	87.2	87.2	91.7	90.7	91.0	93.7	92.6	92.7
30.....	87.3	87.0	87.3	91.0	90.4	90.7	93.0	92.5	93.0

TABLE showing High, Low and Close for May, July and October wheat for May.

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DATE.	MAY.			JULY.			OCTOBER.		
	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.
1.....	91.1	90.4	90.5	93.2	92.4	92.5	87.2	86.7	86.7
2.....	91.1	90.4	90.5	93.2	92.4	92.5	87.2	86.7	86.7
3.....									
4.....									
5.....	92.3	91.7	92.0	94.0	93.4	93.4	88.1	87.4	87.3
6.....	92.2	92.0	92.2	93.7	93.4	93.6	87.6	87.4	87.5
7.....	92.7	92.6	92.6	94.1	93.7	94.0	87.7	87.5	87.6
8.....	93.3	92.7	92.7	94.3	94.0	94.0	87.7	87.4	87.4
9.....	93.3	93.2	93.3	94.3	94.2	94.3	87.6	87.4	87.6
10.....									
11.....	94.1	93.3	94.1	95.1	94.3	95.2	88.2	87.6	87.6
12.....	93.7	93.4	93.4	95.0	94.4	94.4	87.7	87.4	87.4
13.....	94.1	93.2	94.0	95.2	94.2	95.1	87.7	87.3	87.6
14.....	94.4	94.1	94.4	95.3	94.7	95.3	88.1	87.6	88.1
15.....	95.0	94.3	94.3	96.0	95.2	95.2	88.4	87.5	87.4
16.....	95.2	94.5	95.1	96.0	95.3	95.7	88.3	87.5	88.1
17.....									
18.....	95.3	95.0	95.0	96.0	95.6	95.6	88.2	88.0	88.1
19.....	95.7	95.2	95.7	96.4	95.6	96.4	88.3	88.2	88.4
20.....	96.6	96.0	96.6	97.3	96.3	97.3	88.6	88.2	88.6
21.....	95.4	96.7	95.4	96.7	96.2	96.2	88.6	88.1	88.1
22.....	95.2	94.6	94.6	96.3	95.4	95.4	88.1	87.3	87.3
23.....	95.2	94.6	95.2	96.1	95.5	96.1	87.7	87.5	87.7
24.....									
25.....									
26.....	95.1	94.6	94.6	96.1	95.4	95.4	87.6	86.7	86.6
27.....	95.3	94.7	95.0	95.6	95.2	95.3	87.0	86.6	86.7
28.....	95.3	95.2	95.2	95.7	95.4	95.7	87.1	87.0	87.4
29.....	95.2	94.7	94.7	96.0	95.5	95.5	87.7	87.5	87.7
30.....			94.4	95.5	95.4	95.4	88.3	87.6	88.2

TABLE showing High, Low and Close for July, October and December wheat for June.

DATE.	JULY.			OCTOBER.			DECEMBER.		
	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.
1.....	96.0	95.4	95.5	89.0	87.4	87.5			
2.....	96.0	95.6	96.0	89.4	88.6	89.0			
3.....									
4.....	95.7	95.4	95.4	88.5	87.5	87.6			
5.....	96.1	95.4	96.0	87.7	87.4	87.6			
6.....	96.4	96.1	96.2	87.7	87.4	87.5			
7.....									
8.....	96.4	96.1	96.1	87.4	87.0	87.0			
9.....	96.0	95.5	95.5	86.6	86.2	86.4			
10.....	95.5	95.5	95.3	86.3	86.0	86.1			
11.....	95.6	94.5	94.5	86.1	85.5	85.6			
12.....	94.4	92.4	93.2	85.6	84.6	85.2			
13.....	93.5	93.2	93.4	85.4	85.0	85.1			
14.....									
15.....	94.3	93.4	94.0	86.0	85.0	85.7			
16.....	93.6	93.1	93.1	85.6	85.2	85.2			
17.....	92.7	92.4	92.6	85.1	84.6	85.1			
18.....	92.3	91.4	91.6	84.6	83.7	84.1			
19.....	92.3	92.1	92.3	84.5	84.2	84.4			
20.....	92.6	92.0	92.0	84.6	84.0	84.0			
21.....									
22.....	91.1	90.2	90.4	83.4	82.1	82.2			
23.....	90.5	88.7	89.0	82.4	81.0	81.0			
24.....	90.3	89.1	89.7	82.5	81.0	81.7			
25.....	89.6	89.3	89.5	81.7	81.3	81.5	80.4	80.2	80.4
26.....	89.3	88.2	88.4	81.1	80.2	80.4	79.6	79.1	79.3
27.....	89.0	88.4	89.0	81.1	80.4	81.0	79.6	79.3	79.6
28.....									
29.....	89.3	88.5	88.5	81.4	80.4	80.4	80.1	78.2	79.2
30.....	88.2	87.6	88.0	80.3	80.0	80.3	79.2	78.5	79.2

TABLE showing High, Low and Close for October, December and July wheat for July.

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DATE.	OCTOBER.			DECEMBER.			JULY.		
	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.
1	82.1	81.1	82.1	80.7	80.0	80.7	89.6	88.4	89.6
2	82.5	81.7	81.7	81.3	80.5	80.4	90.3	89.7	89.7
3	82.4	82.0	82.0	81.0	80.4	80.4	90.2	89.7	89.7
4									
5									
6	82.4	81.4	82.1	81.0	80.0	80.6	90.4	89.5	90.3
7	82.4	81.4	82.2	81.0	80.2	80.6	90.3	89.	90.3
8	82.4	82.0	82.0	80.6	80.5	80.4	90.3	90.0	90.0
9	82.4	81.2	82.4	81.1	80.4	81.1	90.7	89.6	90.7
10	82.5	81.7	82.0	81.2	80.4	80.4	91.0	90.2	90.2
11	82.4	81.6	82.3	80.7	80.7	80.7	90.5	90.0	90.3
12									
13	82.0	81.4	81.4	80.4	79.7	80.0	89.7	89.3	89.3
14	81.6	81.1	81.3	80.2	79.6	79.7	89.4	87.6	88.1
15	82.1	81.7	82.1	80.6	80.4	80.5	88.5	88.6	88.1
16	83.4	81.6	83.3	81.7	80.2	81.7	89.4	88.1	89.4
17	83.7	83.2	83.4	82.3	81.7	82.2	90.0	89.5	89.7
18	83.2	83.0	83.1	82.0	81.6	81.7	89.7	89.0	89.7
19									
20	84.0	83.2	83.6	82.6	81.7	82.4	90.1	89.4	90.1
21	85.0	84.3	84.5	83.6	83.0	83.3	90.6	90.2	90.5
22	85.6	84.7	85.5	84.5	83.4	84.4	90.1	90.6	91.1
23	86.3	85.3	86.2	85.4	84.3	85.3	92.2	91.2	91.7
24	86.3	85.3	85.3	85.5	84.4	84.4	92.0	91.5	91.6
25	87.2	86.5	86.6	86.4	85.7	85.7	93.2	92.5	93.0
26									
27	89.3	87.5	87.5	88.0	86.0	87.3	95.2	92.3	92.3
28	94.3	87.7	94.3	93.0	86.6	93.0	97.0	92.4	97.0
29	95.5	91.6	92.0	94.2	90.4	91.0	96.0	94.1	94.0
30	100.0	97.4	98.1	98.4	96.2	97.0	100.2	99.0	99.2
31	104.0	94.0	94.4	102.0	92.6	93.0	...	...	97.3

TABLE showing High, Low and Close for December, May and October wheat for August.

DATE.	DECEMBER.			MAY.			OCTOBER.		
	August.								
	High.	Low.	Close.	High.	Low.	Close.	High.	Low.	Close.
1.....	93.3	92.0	93.4	98.2	97.2	98.2	95.0	93.7	94.7
2.....									
3.....	95.6	93.0	94.6			98.3	97.6	94.5	96.4
4.....	97.5	95.0	97.4	102.4	101.2	102.4	99.2	96.6	99.2
5.....	103.4	97.6	103.3			107.0	105.1	99.4	105.0
6.....	106.2	101.7	104.7			110.2	107.6	103.6	106.4
7.....	109.0	103.6	108.3	113.0	110.6	113.0	110.4	105.3	110.0
8.....	108.6	104.0	104.0	114.0	111.0	111.0	110.1	105.4	105.7
9.....									
10.....									
11.....	108.2	105.7	106.5			111.0	109.4	107.2	107.5
12.....	105.6	104.1	104.6			110.2	107.	105.2	105.7
13.....	104.5	102.5	103.2	109.6	109.0	110.2	105.2	103.5	104.2
14.....	102.4	100.0	100.0	108.1	106.5	106.5	103.4	101.0	101.0
15.....	99.0	97.7	98.5	105.0	104.4	105.0	100.0	98.3	99.1
16.....									
17.....	98.0	96.4	98.0	104.4	102.4	104.4	98.0	96.4	98.0
18.....	103.1	98.0	103.0	110.0	105.7	109.4	103.0	97.4	102.6
19.....	106.4	104.7	105.6	112.0	111.0	111.5	106.6	104.3	105.3
20.....	105.6	102.1	102.4	111.6	107.1	108.4	104.4	101.6	102.1
21.....	104.3	103.2	104.0	110.2	108.6	110.1	104.0	101.7	103.5
22.....	106.3	105.2	106.0	112.1	111.7	112.1	106.0	104.0	105.6
23.....									
24.....	107.6	106.1	106.6	113.3	113.0	113.1	107.6	106.0	106.6
25.....	111.2	107.2	111.2	117.2	114.4	117.2	111.3	106.6	111.3
26.....	117.4	111.4	115.1	123.0	118.0	122.4	117.7	111.0	114.7
27.....	118.2	113.4	113.4	124.1	120.2	120.2	118.2	113.4	113.4
28.....	113.0	111.5	111.7	118.6	118.2	118.3	113.0	111.4	111.6
29.....	112.7	111.0	112.1	119.2	118.3	118.6	112.7	110.7	111.7
30.....									
31.....	116.0	115.2	115.3			112.2	115.4	114.6	114.7

APPENDIX D.

LIST OF LICENSED GRAIN COMMISSION MERCHANTS,
SEASON 1913-1914.

Atlas Elevator Co., Ltd., Winnipeg, Manitoba.
Alberta Farmers' Co-Operative Elevator Co., Calgary, Alberta.
Alberta Grain Co., Ltd., Calgary, Alberta.
Alberta Pacific Grain Co., Ltd., Calgary, Alberta.
Acme Grain Co., Ltd., Winnipeg, Manitoba.
N. Bawlf Grain Co., Ltd., Winnipeg, Manitoba.
Benson-Newhouse-Stabeck Co., Ltd., Winnipeg, Manitoba.
British Empire Grain Co., Ltd., Winnipeg, Manitoba.
John Billings and Co., Ltd., Winnipeg, Manitoba.
W. J. Bettingen and Co., Winnipeg, Manitoba.
British-America Elevator Co., Ltd., Winnipeg, Manitoba.
Baird and Bottrell, Winnipeg, Manitoba.
Blackburn and Mills, Winnipeg, Manitoba.
James Carruthers and Co., Winnipeg, Manitoba.
Cummings-Hazlett and Co., Winnipeg, Manitoba.
Continental Grain Co., Ltd., Winnipeg, Manitoba.
W. Carson and Co., Calgary, Alberta.
Canada Atlantic Grain Co., Winnipeg, Manitoba.
Canadian Elevator Co., Ltd., Winnipeg, Manitoba.
Central Grain Co., Ltd., Winnipeg, Manitoba.
Frank J. Coombs, Winnipeg, Manitoba.
Cummings Grain Co., Calgary, Alberta.
Dominion Elevator Co., Ltd., Winnipeg, Manitoba.
T. J. Ennis, Winnipeg, Manitoba.
Federal Grain Co., Winnipeg, Manitoba.
Gooderham-Melady Co., Winnipeg, Manitoba.
Grain Growers' British Columbia Agency, New Westminster, British Columbia.
Grain Growers' Grain Co., Ltd., Winnipeg, Manitoba.
Hallet and Carey Co., Ltd., Winnipeg, Manitoba.
Hansen Grain Co., Ltd., Winnipeg, Manitoba.
International Elevator Co., Ltd., Winnipeg, Manitoba.
P. Jansen and Co., Winnipeg, Manitoba.
Wm. S. Logan, Winnipeg, Manitoba.
Leitch Brothers Flour Mills, Ltd., Oak Lake, Manitoba.
Maple Leaf Milling Co., Ltd., Winnipeg, Manitoba.
Monarch Grain Co., Ltd., Winnipeg, Manitoba.
D. Morrison and Co., Winnipeg, Manitoba.
Matheson-Lindsay Grain Co., Winnipeg, Manitoba.
W. S. McLaughlin and Co., Winnipeg, Manitoba.
McCabe Elevator Co., Ltd., Winnipeg, Manitoba.
J. McVicar and Campbell, Winnipeg, Manitoba.
McBean Brothers, Winnipeg, Manitoba.
McClennan Brothers, Ltd., Winnipeg, Manitoba.
McLaughlin and Ellis, Winnipeg, Manitoba.
McWilliams and Boyd, Regina, Saskatchewan.

F. J. McBean and Co., Toronto, Ontario.
North Star Grain Co., Ltd., Winnipeg, Manitoba.
Northern Grain Co., Edmonton, Alberta.
Norris Grain Co., Ltd., Winnipeg, Manitoba.
National Elevator Co., Ltd., Winnipeg, Manitoba.
Northern Elevator Co., Ltd., Winnipeg, Manitoba.
Ogilvie Flour Mills Co., Ltd., Winnipeg, Manitoba.
B. J. Ostrander and Co., Winnipeg, Manitoba.
N. M. Paterson and Co., Fort William, Ontario.
Peaker Brothers, Winnipeg, Manitoba.
Producers Grain Commission Co., Winnipeg, Manitoba.
Prairie Elevator Co., Ltd., Edmonton, Alberta.
Pioneer Elevator Co., Ltd., Winnipeg, Manitoba.
Parrish and Heinbecker, Ltd., Winnipeg, Manitoba.
Jas. Richardson and Sons, Winnipeg, Manitoba.
Royal Elevator Co., Ltd., Winnipeg, Manitoba.
Regina Grain Co., Ltd., Regina, Saskatchewan.
Reliance Grain Co., Ltd., Winnipeg, Manitoba.
Randall, Gee and Mitchell, Winnipeg, Manitoba.
Robin Hood Mills, Ltd., Calgary, Alberta.
Strong and Dowler, Calgary, Alberta.
Saskatchewan Co-Operative Elevator Co., Ltd., Regina, Saskatchewan.
S. Scott, Winnipeg, Manitoba.
State Elevator Co., Ltd., Winnipeg, Manitoba.
Smith Grain Co., Winnipeg, Manitoba.
Saskatchewan Elevator Co., Ltd., Winnipeg, Manitoba.
Square Deal Grain Co., Ltd., Winnipeg, Manitoba.
Security Elevator Co., Ltd., Winnipeg, Manitoba.
Simpson-Hepworth Co., Ltd., Winnipeg, Manitoba.
Spencer Grain Co., Winnipeg, Manitoba.
Smith-Murphy Co., Winnipeg, Manitoba.
S. Spink, Winnipeg, Manitoba.
Thompson Sons and Co., Winnipeg, Manitoba.
Turner Elevator Co., Ltd., Winnipeg, Manitoba.
United Grain Producers, Lethbridge, Alberta.
Union Grain Co., Winnipeg, Manitoba.
Vancouver Milling and Grain Co., Ltd., Vancouver, British Columbia.
H. H. Winnerals, Winnipeg, Manitoba.
Woodward and Co., Winnipeg, Manitoba.
G. R. Wilson and Co., Winnipeg, Manitoba.
Wiley and Co., Winnipeg, Manitoba.
Western Elevator Co., Ltd., Winnipeg, Manitoba.
Western Canada Flour Mills Co., Ltd., Winnipeg, Manitoba.
Western Co-Operative Grain Co., Ltd., Calgary, Alberta.
Walbridge Grain Co., Ltd., Calgary, Alberta.
Young Grain Co., Ltd., Winnipeg, Manitoba.

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LIST OF LICENSED TRACK BUYERS, SEASON 1913-14.

Atlas Elevator Co., Ltd., Winnipeg, Manitoba.
Alberta Farmers' Co-Operative Elevator Co., Ltd., Calgary, Alberta.
A. S. Arnold, Shoal Lake, Manitoba.
Alameda Farmers' Elevator and Trading Co., Ltd., Alameda, Saskatchewan.
A. C. Armstrong, Wainwright, Alberta.
Alberta Grain Co., Ltd., Calgary, Alberta.
Alberta Pacific Grain Co., Ltd., Calgary, Alberta.
Acme Grain Co., Ltd., Winnipeg, Manitoba.
Blackburn and Mills, Winnipeg, Manitoba.
Baird and Botterel, Winnipeg, Manitoba.
P. Broadfoot, Gladstone, Manitoba.
British America Elevator Co., Ltd., Winnipeg, Manitoba.
Bunn-Munro, Ltd., Wilcox, Saskatchewan.
Boharm Elevator and Trading Co., Ltd., Boharm, Saskatchewan.
J. Billings and Co., Ltd., Winnipeg, Manitoba.
L. Beck, Yorkton, Saskatchewan.
Benson-Newhouse-Stabeck Co., Ltd., Winnipeg, Manitoba.
N. Bawlf Grain Co., Ltd., Winnipeg, Manitoba.
A. E. Burnett & Co., Vancouver, British Columbia.
Wm. B. Bell, Morse, Saskatchewan.
Crown Feed and Produce Co., Ltd., Calgary, Alberta.
Cardston Investment Co., Ltd., Cardston, Alberta.
D. W. Coulter, Taber, Alberta.
Chalmers and Watson, Pilot Mound, Manitoba.
Canadian Elevator Co., Ltd., Winnipeg, Manitoba.
Cumming Grain Co., Ltd., Calgary, Alberta.
Central Grain Co., Ltd., Winnipeg, Manitoba.
Canadian Grain Co., Ltd., Saskatoon, Saskatchewan.
Conger and Co., Rouleau, Saskatchewan.
Caron Farmers' Elevator and Trading Co., Ltd., Caron, Saskatchewan.
W. Carson and Co., Calgary, Alberta.
Canada Malting Co., Ltd., Winnipeg, Manitoba.
Continental Grain Co., Ltd., Winnipeg, Manitoba.
Cumming Hazlett Co., Ltd., Winnipeg, Manitoba.
James Carruthers & Co., Ltd., Winnipeg, Manitoba.
Dominion Elevator Co., Ltd., Winnipeg, Manitoba.
Doukhobor Society, Verigin, Saskatchewan.
D. R. Davis Grain Co., Ltd., Vegreville, Alberta.
Dwyer Elevator Co., Ltd., Fort William, Ontario.
Emil Edstrom, Edberg, Alberta.
Ellison Milling and Elevator Co., Ltd., Lethbridge, Alberta.
S. A. Early and Co., Ltd., Saskatoon, Saskatchewan.
A. Forsythe and Co., High Bluff, Manitoba.
Federal Grain Co., Ltd., Winnipeg, Manitoba.
R. A. Grams, Coutts, Alberta.
J. B. Griffith, Stettler, Alberta.
Gillespie Elevator Co., Ltd., Edmonton, Alberta.
H. L. Gray, Lougheed, Alberta.
Joseph Glenn, Indian Head, Saskatchewan.
Gooderham-Melady, Winnipeg, Manitoba.
Golden West Grain Co., Ltd., Weyburn, Saskatchewan.
Goose Lake Grain and Lumber Co., Ltd., Saskatoon, Saskatchewan.

W. Grant Grain Co., Ltd., Regina, Saskatchewan.
Grain Growers' Grain Co., Ltd., Winnipeg, Manitoba.
Hansen Grain Co., Ltd., Winnipeg, Manitoba.
Hallett and Carey Co., Winnipeg, Manitoba.
Hudsons Bay Co., Ltd., Prince Alberta, Saskatchewan.
Hogg and Lytle, Ltd., Toronto, Ontario.
Holden and Co., Francis, Saskatchewan.
Lowry Hanna, Arcola, Saskatchewan.
J. O. Helgersen, Chaplin, Saskatchewan.
Jas. T. Hunter, Calgary, Alberta.
Imperial Elevator and Lumber Co., Ltd., Winnipeg, Manitoba.
International Elevator Co., Ltd., Winnipeg, Manitoba.
John E. Johnson, Colgate, Saskatchewan.
P. Jansen and Co., Winnipeg, Manitoba.
R. A. Knight, Hargrave, Manitoba.
Lake of the Woods Milling Co., Ltd., Winnipeg, Manitoba.
E. C. Ludtke, Bow Island, Alberta.
Laing Brothers, Winnipeg, Manitoba.
Leitch Brothers Flour Mills, Oak Lake, Manitoba.
A. Lobb, Winnipeg, Manitoba.
Lumsden Milling Co., Ltd., Lumsden, Saskatchewan.
M. B. Lytle, LaFleche, Saskatchewan.
Medicine Hat Milling Co., Ltd., Medicine Hat, Alberta.
C. L. Morgan, Shoal Lake, Manitoba.
Maple Leaf Milling Co., Ltd., Winnipeg, Manitoba.
Matheson-Lindsay Grain Co., Ltd., Winnipeg, Manitoba.
R. B. McLean Grain Co., Ltd., Saskatoon, Saskatchewan.
McLaughlin and Ellis, Winnipeg, Manitoba.
MacLennan Brothers, Ltd., Winnipeg, Manitoba.
McCabe Elevator Co., Ltd., Winnipeg, Manitoba.
Angus McKay Farm Seed Co., Indian Head, Saskatchewan.
W. S. McLaughlin and Co., Winnipeg, Manitoba.
R. G. McDonnell, Macleod, Alberta.
Northern Elevator Co., Ltd., Winnipeg, Manitoba.
National Elevator Co., Ltd., Winnipeg, Manitoba.
North Star Grain Co., Ltd., Winnipeg, Manitoba.
John Nicks, Grand Coulee, Saskatchewan.
Northern Produce Co., Ltd., Prince Albert, Saskatchewan.
John O'Connell, Lemberg, Saskatchewan.
B. J. Ostrander and Co., Winnipeg, Manitoba.
Ogilvie Flour Mills Co., Ltd., Winnipeg, Manitoba.
Parrish and Heimbecker, Winnipeg, Manitoba.
Pioneer Grain Co., Ltd., Winnipeg, Manitoba.
Prairie Elevator Co., Edmonton, Alberta.
Producers Grain Co., Ltd., Winnipeg, Manitoba.
Prudential Exchange Co., Ltd., Lang, Saskatchewan.
Peaker Brothers, Winnipeg, Manitoba.
E. E. Perly, Wolsley, Saskatchewan.
Jas. Richardson and Sons, Winnipeg, Manitoba.
Royal Elevator Co., Ltd., Winnipeg, Manitoba.
Reliance Grain Co., Ltd., Winnipeg, Manitoba.
Robin Hood Mills, Limited, Calgary, Alberta.
Randall, Gee and Mitchell, Winnipeg, Manitoba.
Scottish Co-Operative Wholesale Society, Ltd., Winnipeg, Manitoba.

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Smith-Murphy and Co., Winnipeg, Manitoba.
Spencer Grain Co., Ltd., Winnipeg, Manitoba.
Security Elevator Co., Ltd., Winnipeg, Manitoba.
A. Setter, Russell, Manitoba.
Smith and Home, Portage La Prairie, Manitoba.
Saskatchewan Elevator Co., Ltd., Winnipeg, Manitoba.
State Elevator Co., Ltd., Winnipeg, Manitoba.
S. Scott, Winnipeg, Manitoba.
Standard Elevator Co., Ltd., Winnipeg, Manitoba.
Soo Line Milling Co., Ltd., Weyburn, Saskatchewan.
Saskatchewan Co-Operative Elevator Co., Ltd., Regina, Saskatchewan.
Strong and Dowler, Calgary, Alberta.
Snodgrass Grain Co., Ltd., Moosejaw, Saskatchewan.
Turner Elevator Co., Ltd., Winnipeg, Manitoba.
Taylor Milling and Elevator Co., Ltd., Lethbridge, Alberta.
Union Supply Co., Ltd., Rosthern, Saskatchewan.
Union Grain Co., Ltd., Winnipeg, Manitoba.
Vancouver Milling and Grain Co., Ltd., Vancouver, British Columbia.
Woodward and Co., Winnipeg, Manitoba.
Warner Grain Co., Ltd., Brownlee, Saskatchewan.
Wiley and Co., Ltd., Winnipeg, Manitoba.
Western Elevator Co., Ltd., Winnipeg, Manitoba.
Western Canada Flour Mills Co., Ltd., Winnipeg, Manitoba.
G. R. Wilson and Co., Winnipeg, Manitoba.
Western Co-Operative Grain Co., Ltd., Calgary, Alberta.
Whitewood Farmers' Elevator Co., Ltd., Whitewood, Manitoba.
Wetaskiwin Produce Co., Wetaskiwin, Alberta.
Walbridge Grain Co., Ltd., Calgary, Alberta.
Watson and Co., Camrose, Alberta.
Young Grain Co., Ltd., Winnipeg, Manitoba.
A. G. Young, MacLeod, Alberta.

INSPECTION AND WEIGHING OF GRAIN UNDER PROVISION OF
THE CANADA GRAIN ACT AND AMENDMENTS THERETO.

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and
Fees collected on same for the Fiscal Year ended March 31, 1914.

GRADES	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat Spring—							
Manitoba Hard No. 1...						835,875	835,875
Northern—							
No. 1 Hard W. Fife..						16,875	16,875
No. 1 Northern.....						71,569,125	71,569,125
No. 2.....						43,480,125	43,480,125
No. 3.....						16,076,250	16,076,250
Spring—							
Rejected.....						7,283,250	7,283,250
Rejected No. 1.....						18,000	18,000
Rejected No. 2.....						3,928,500	3,928,500
No grade.....						4,950,000	4,950,000
Condemned.....						263,250	263,250
Goose—							
No. 1.....						6,750	6,750
No. 2.....							
No. 3.....							
Rejected.....							
Commercial grades—							
No. 4.....						3,416,625	3,416,625
No. 5.....						970,875	970,875
No. 6.....						660,375	660,375
Feed.....						132,750	132,750
Cleanings.....						97,875	97,875
No established grade						48,375	48,375
Total Spring wheat..						153,754,875	153,754,875
Wheat, winter—							
U.S. Hard Winter—							
No. 1.....				128,000	128,000		128,000
No. 2.....							
White Winter—							
No. 1.....							
No. 2.....	1,000	20,332	18,010		39,342		39,342
No. 3.....			3,000		3,000		3,000
Rejected..			5,000		5,000		5,000
Commercial grade—							
No. 1 White.....		2,710	20,000		22,710		22,710
No. 2.....							
Mixed Winter—							
No. 2.....		12,067	32,165		44,232	2,250	46,482
No. 3.....			4,010		4,010	2,250	6,260
No grade.....		3,087	1,050		4,137		4,137
Rejected...			7,350		7,350	2,250	9,600
Commercial grade—							
No. 1 Mixed.....		2,170	5,000		7,170		7,170
Alberta Red Winter—							
No. 1.....						51,750	51,750
No. 2.....		602	7,005		7,607	625,500	633,107
No. 3.....						382,500	382,500
Rejected.....			2,000		2,000		2,000

SESSIONAL PAPER No. 10d

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, etc.—Continued.

GRADES	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
Wheat, winter— <i>Con.</i>	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Alberta White Winter—							
No. 1.....						12,375	12,375
No. 2.....						13,500	13,500
No. 3.....						13,500	13,500
No. 4.....						9,000	9,000
Rejected No. 1.....							
Rejected No. 2.....							
Rejected.....							
No Grade.....							
Commercial grades—							
No. 4.....						87,750	87,750
No. 5.....						38,250	38,250
Total winter wheat.	1,000	40,968	104,590	128,000	274,558	1,240,875	1,515,433
Grand total, wheat.	1,000	40,968	104,590	128,000	274,558	154,995,750	155,270,308
Indian Corn—							
U.S.—							
No. 2.....				7,500	7,500		7,500
No. 3.....				23,000	23,000		23,000
Rejected.....				4,966	4,966		4,966
No grade.....				10,963	10,963		10,963
Total Indian corn....				46,429	46,429		46,429
Oats—							
No. 1.....				22,790	22,790		22,790
No. 2.....			214,292	38,139	252,431		252,431
No. 3.....			195,558	4,098	199,656		199,656
No. 4.....				2,478	2,478		2,478
No grade.....		62,200		1,157	63,357		63,357
Rejected.....			133,807	870	134,677		134,677
Condemned.....							
Oats—							
U.S.—							
No. 2 white clipped							
No. 3.....							
No. 2 mixed.....							
Total, Eastern Div'n.		62,200	543,657	69,532	675,389		675,389
Canadian Western—							
*No. 1 C.W.....						9,750	9,750
No. 1 C. W.....						481,650	481,650
No. 2 C. W.....				2,150	2,150	39,214,500	39,216,650
No. 3 C. W.....						14,521,650	14,521,650
No. 2 black.....							
No. 2 mixed.....						19,500	19,500
Feed extra No. 1.				1,900	1,900	5,159,700	5,161,600
Feed No. 1.....						2,460,900	2,460,900
Feed No. 2.....						5,385,900	5,385,900
Rejected C. W.....						1,226,550	1,226,550
No grade.....						3,001,050	3,001,050
Condemned.....						109,200	109,200
Mixed grain.....						1,444,950	1,444,950
Total oats W. Div				4,050	4,050	73,035,300	73,039,350
Grand Total Oats....		62,200	543,657	73,582	679,439	73,035,300	73,714,739

5 GEORGE V., A. 1915

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, etc.—*Continued.*

Grades.	EASTERN-INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush	Bush.	Bush	Bush.	Bush.	Bush.	Bush.
Corn—							
Canadian—							
No. 2.....			10,070	26,561	36,631		36,631
No. 3.....			8,920		8,920		8,920
Rejected.			2,140		2,140		2,140
			21,130	26,561	47,691		47,691
Buckwheat—							
No. 2.....		61,521	68,851	3,587	133,959		133,959
No. 3.....				521	521		521
No. grade..		1,250	3,879		5,129		5,129
Rejected.							
Total buckwheat.		62,771	72,730	4,108	139,609		139,609
Barley—							
No. 1.....			38,775		38,775		38,775
No. 2.....			46,600		46,600	13,000	59,600
No. 3, extra			16,250	1,000	17,250	889,200	906,450
No. 3.....			6,000	4,384	10,384	7,676,500	7,686,884
No. 4.....						4,659,200	4,659,200
Feed.....						447,200	447,200
Feed, U.S....							
Rejected.			18,187	3,913	22,100	1,921,400	1,943,500
No grade....						280,800	280,800
Condemned						15,600	15,600
Cleanings.....						41,600	41,600
Total barley.			125,812	9,297	135,109	15,944,500	16,079,609
Rye—							
No. 1.....						7,000	7,000
No. 2.....		11,857	3,210	1,100	16,167	56,000	72,167
No. 3.....			1,070	1,000	2,070		2,070
Rejected.			700		700	9,000	9,700
No grade.....							
U. S. No. 2 Western.				160,800	160,800		160,800
Total rye.		11,857	4,980	162,900	179,737	72,000	251,737
Flaxseed—							
No. 1, N.W.						15,183,000	15,183,000
No. 2, C.W.						2,081,100	2,081,100
No. 3, C.W.						661,500	661,500
No grade....						369,600	369,600
Rejected						113,400	113,400
Condemned						24,150	24,150
Total flaxseed..						18,432,750	18,432,750
Peas—							
No. 1.....				1,198	1,198		1,198
No. 2.....			1,667	1,702	3,369		3,369
No. 3.....							
Rejected.....							
Total peas.			1,667	2,900	4,567		4,567
Speltz						1,000	1,000
Screenings.						186,000	186,000

SESSIONAL PAPER No. 10d

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, etc.—*Concluded.*

	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat.....	1,000	40,968	104,590	128,000	274,558	154,995,750	155,270,308
Corn.....			21,130	72,990	94,120		94,120
Oats.....		62,200	543,657	73,582	679,439	73,035,300	73,714,739
Buckwheat.....		62,771	72,730	4,108	139,609		139,609
Barley.....			125,812	9,297	135,109	15,944,500	16,079,609
Rye.....		11,857	4,980	162,900	179,737	72,000	251,737
Flaxseed.....						18,432,750	18,432,750
Peas.....			1,667	2,900	4,567		4,567
Speltz.....						1,000	1,000
Screenings.....						186,000	186,000
Total.....	1,000	177,796	874,566	453,777	1,507,139	262,667,300	264,174,439
1893-94.....	427,069		1,539,232	23,893,307	25,859,608	12,465,583	38,325,191
1894-95.....	484,154		1,955,175	13,462,241	15,901,570	12,407,190	28,308,760
1895-96.....	329,866		1,412,876	6,361,453	8,104,195	29,416,181	37,520,376
1896-97.....	504,595		3,933,995	18,916,013	23,354,603	21,175,495	44,530,098
1897-98.....	763,278		3,392,267	36,112,140	40,267,685	19,592,994	59,860,679
1898-99.....	1,372,731		4,354,863	34,018,327	39,745,921	22,275,937	62,021,858
1899-00.....		1,521,888	4,220,711	22,534,007	28,276,606	21,921,579	50,198,185
1900-01.....		2,502,782	9,403,867	24,289,290	36,195,939	10,178,257	46,374,196
1901-02.....	1,077,132	712,544	8,641,931	8,201,039	18,632,646	35,122,532	53,755,178
1902-03.....	1,425,091	1,215,600	11,875,805	10,548,407	25,064,903	36,943,832	62,008,735
1903-04.....	1,645,864	3,646,759	7,714,452	9,846,777	22,853,852	39,999,752	62,853,604
1904-05.....	760,982	1,990,368	2,873,901	9,922,001	15,547,252	44,404,460	59,951,712
1905-06.....	542,013	610,092	5,017,593	6,707,687	12,877,385	70,414,030	83,291,415
1906-07 (9 mos.).....	332,767	762,007	5,038,664	3,848,329	9,981,767	57,840,130	67,821,897
1907-08.....	276,811	1,034,390	2,811,794	5,643,351	9,766,346	98,152,640	107,918,986
1908-09.....	153,246	1,307,354	6,957,651	3,722,797	12,141,048	101,715,150	113,856,198
1909-10.....	119,621	602,026	2,117,814	2,445,240	5,284,701	120,314,160	125,598,861
1910-11.....	153,652	495,363	2,304,646	4,301,306	7,254,967	118,206,390	125,461,357
1911-12.....	104,837	367,583	2,561,900	5,934,500	8,968,820	185,064,325	194,033,145
1912-13.....	15,826	408,151	660,604	2,210,443	3,295,024	241,405,843	244,700,867
1913-14.....	1,000	177,796	874,566	453,777	1,507,139	262,667,300	264,174,439

No. 1.—INSPECTION Fees Accrued.

	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1893-94.....	274 65		2,905 63	10,687 35	13,867 63	13,705 40	27,573 03
1894-95.....	280 10		2,365 00	7,314 25	9,959 35	13,214 50	23,173 85
1895-96.....	208 50		2,423 07	3,317 45	5,949 02	22,269 30	28,218 32
1896-97.....	277 70		3,008 07	9,937 45	13,223 22	21,101 05	34,324 27
1897-98.....	342 75		3,750 40	14,780 22	18,873 37	18,585 40	37,458 77
1898-99.....	295 60		4,654 80	12,018 40	16,968 80	17,515 50	34,484 30
1899-00.....		638 30	4,553 40	9,579 38	14,771 08	14,630 55	29,401 63
1900-01.....		1,200 80	7,250 70	12,338 20	20,789 70	6,381 20	27,170 90
1901-02.....	570 37	343 80	4,019 58	4,035 45	8,969 20	21,516 80	30,486 00
1902-03.....	721 86	533 55	4,939 70	4,794 80	10,989 91	44,762 66	55,752 57
1903-04.....	732 99	1,219 60	3 111 68	4 557 40	9,621 67	31,209 90	40,831 57
1904-05.....	369 07	680 70	1,321 51	4,803 95	7,175 23	32,643 90	39,819 13
1906-05.....	256 82	240 75	2,478 28	3,214 74	6,190 59	56,222 39	62,412 98
1906-07 (9 mos.).....	166 80	275 60	2,384 77	1,785 65	4,612 82	39,372 60	43,985 42
1907-08.....	131 63	384 40	1,335 55	2,714 40	4,565 98	70,218 30	74,784 28
1908-09.....	69 30	425 40	3,324 70	1,786 80	5,606 20	77,343 37	82,949 57
1909-10.....	95 84	287 20	1,045 86	1,184 00	2,612 90	94,154 15	96,767 05
1910-11.....	74 85	219 50	1,140 72	1,876 20	3,526 57	94,775 10	98,301 67
			Quebec...	1 50			
			St. John...	213 80	4,690 23	77,002 50	81,692 73
1911-12.....	51 27	229 00	1,459 26	2,950 70			
1912-13.....	8 70	235 00	280 78	1,032 60	1,617 93	96,363 00	97,980 93
			St. John...	60 85			
1913-14.....	0 50	113 20	378 40	222 50	714 60	102,653 50	103,368 10

No. 1.—Different Kinds of Grain Inspected for the following Fiscal Years.

	Wheat.	Indian Corn.	Oats.	Buckwheat.	Barley.	Speltz.	Rye.	Flaxseed.	Peas.	Total.
Totals, 1893-94.....	Bush. 17,010,290	Bush. 2,483,100	Bush. 13,278,829	Bush. 819,154	Bush. 821,545	Bush.	Bush. 421,007	Bush.	Bush. 3,491,266	Bush. 38,325,191
“ 1894-95.....	14,180,433	6,521,585	3,765,347	547,808	506,673	.....	78,764	.....	2,708,150	28,308,760
“ 1895-96.....	28,215,715	2,267,757	3,896,646	747,804	978,663	.....	20,978	.....	1,392,813	37,520,376
“ 1896-97.....	21,357,641	5,886,296	9,808,023	711,460	835,181	.....	515,114	.....	5,416,383	44,530,098
“ 1897-98.....	25,489,146	15,392,432	13,403,220	765,366	338,279	.....	1 543,722	714	2,927,800	59,860,679
“ 1898-99.....	27,147,163	17,850,014	12,956,264	321,700	257,185	.....	578,459	.....	2,911,073	62,021,858
“ 1899-00.....	23,231,690	10,643,478	9,703,850	381,223	2,746,10	.....	593,842	42,500	2,855,496	50,198,185
“ 1900-01.....	17,665,455	11,397,689	11,253,367	479,668	1,775,583	.....	713,741	24,285	3,064,408	46,374,196
“ 1901-02.....	37,629,593	1,986,380	9,244,485	542,254	1,131,027	.....	620,891	95,000	2,505,548	53,755,178
“ 1902-03.....	39,916,373	2,560,661	14,230,859	472,568	1,947,889	7,083	1,248,428	426,536	1,198,338	62,008,735
“ 1903-04.....	38,685,340	5,091,043	14,045,434	615,902	2,345,992	2 375	255,557	606,507	1,205,454	62,853,604
“ 1904-05.....	41,166,589	5,970,674	9,630,038	741,041	1,548,828	1,000	55,592	306,000	531,950	59,951,712
“ 1905-06.....	64,437,497	2,875,819	11,315,864	871,755	2,679,585	1,000	46,971	494,000	568,924	83,291,415
“ 1906-07 (9 mos.).....	48,363,803	2,510,919	12,339,587	702,071	2,837,948	1,200	39,563	602,000	414,806	67,821,897
“ 1907-08.....	74,845,424	4,227,324	21,930,729	651,482	4,017,953	1,000	36,351	1,616,000	592,723	107,918,986
“ 1908-09.....	80,878,603	276,853	23,578,573	883,256	5,013,150	.....	313,589	2,118,000	794,174	113,856,198
“ 1909-10.....	85,388,862	415,950	29,975,608	1,460,351	4,503,536	.....	111,599	3,509,000	233,955	125,598,861
“ 1910-11.....	86,967,725	3,211,938	27,725,441	691,391	3,148,683	.....	110,696	3,463,000	142,483	125,461,357
“ 1911 12.....	133,424,750	5,261,631	45,159,266	178,963	5,898,967	.....	55,910	3,934,000	119,658	194,033,145
“ 1912-13.....	149,649,913	148,711	63,171,016	297,814	13,824,924	.....	233, 89	17,371,800	3,600	244,700,867
“ 1913-14.....	155,270,308	94,12	73,714,739	139,609	16,079,609	Screenings 186,000 1,000	251,737	18,432,750	4,567	264,174,439

No. 2.—STATEMENT showing Quantity of the Various kinds of Grain weighed in the Western and Eastern Inspection Divisions for the Fiscal Years hereinafter enumerated, with fees accrued.

TOTAL GRAIN WEIGHED CARS AND CARGOES.—WESTERN INSPECTION DIVISION.

Districts.	Wheat.	Indian Corn.	Oats.	Screenings.	Barley.	Speltz.	Rye.	Flaxseed.	Total Cargoes.	Total Cars.	Total Weighing Fees.
	Bush.		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	No.	\$ cts.
Western Inspection Division—											
1901-02.....	26,178,764		372,455		16,152				26,567,371	*	‡25,360 30
1902-03.....	38,392,671		916,927		89,156			43,821	39,442,575	*	18,250 70
1903-04.....	64,787,591		2,693,475		477,501	726		686,423	68,645,716	*	‡19,777 05
1904-05.....	72,376,570		3,828,069		554,878	694		611,322	77,371,533	*	‡33,624 90
1905-06.....	116,793,199		10,641,142		2,206,837	914	2,000	903,893	1 0,547,955	*	‡23,067 60
1906-07 (9 mos.).....	73,941,175		18,396,549		3,417,965		6,783	1,279,181	97,041,653	*	‡41,979 75
1907-08.....	46,979,713		10,705,100	27,321	1,353,656			640,689	59,706,479	92,407	44,707 25
1908-09.....	53,607,060		11,229,213	93,281	2,140,263			1,431,651	68,501,468	101,653	54,783 90
1909-10.....	55,901,512		15,967,192	157,983	2,354,202		4,165	3,075,615	77,460,669	105,844	57,235 30
1910 11.....	57,258,113		16,276,582	224,284	1,598,4 2		1,586	3,087,591	78,446,588	156,439	79,61 90
1911-12.....	74,537,561		21,511,000	232,614	2,292,586		3,964	1,233,333	99,811,058	197,193	106,525 60
1912-13.....	106,150,072		24,390,566	821,175	5,526,165		5,129	9,512,019	146,405,126	222,866	134,767 80
1913-14.....	131,091,942		43,112,820	1,884,866	11529,143		3,274	19,029,166	206,651,211		

*No. of cars not available.

‡Includes amount for cars weighed.

CARS WEIGHED.—WESTERN INSPECTION DIVISION.

Winnipeg.	Ft. William and Port Arthur.	Keewatin.	Kenora.	Moose Jaw.	Calgary.	Medicine Hat.	Vancouver.	Total.
16,437	175,101	2,607	1,567	1,173	4,946	582	1,414	203,827

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Districts.	Wheat.	Indian Corn.	Oats.	Screenings.	Barley.	Speltz.	Rye.	Flaxseed.	Peas.	Totals..	Weighing Fees.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	\$ cts.
Eastern Inspection Division—											
Goderich.....	3,957,302		3,546,550	56,180		600,044				8,160,076	2,088 60
Midland.....	1,189,134	406,940	2,802,068		3,350					4,401,492	966 00
Peterborough.....	27,233		63,700							90,933	23 40
Port McNicoll.....	3,019,871	9,100	3,317,271	169,967		151,540				6,667,749	1,488 30
Meaford.....	26,022									26,022	8 10
Montreal.....		963	66,278							67,241	69,00
Totals, 1913-14..	8,219,562	417,003	9,795,867	226,147	3,350	751,584				19,413,513	4,643 40
Totals, 1904-05.....	5,742,641	18,202	448,455		20,497			32,600		6,262,395	*379 20
Totals, 1905-06.....	4,009,746	236,599	1,935,152		38,282			139,400		6,359,179	1,818 25
Totals, 1906-07 (9 mos.).....	3,094,030	192,732	2,321,501		58,199			219,269		5,885,731	1,589 40
Totals, 1907-08.....	5,266,102	746,636	4,555,945		191,602			445,876		11,206,161	3,004 19
Totals, 1908-09.....	7,087,422	435,856	5,859,562		237,050			292,929		13,912,819	3,592 35
Total , 1909-10.....	7,486,001	516,254	8,621,082		373,261		25,567	381,761		17,404,926	4,393 11
Totals, 1910-11.....	7,886,537	934,654	6,791,281		360,431			266,986		16,239,889	4,036 88
Totals, 1911-12.....	7,049,257	925,884	8,947,219		483,774			284,844		17,690,978	4,417 00
Totals, 1912-13.....	7,388,830	418,006	9,357,515		266,968		3,100	538,697		17,973,116	4,811 30

No. 3.—STATEMENT showing Quantity of each kind of Grain, with totals received by the Terminal Elevators at Fort William and Port Arthur, for the undermentioned Crop Years.

WHEAT.

Crop Year ended Aug. 31.	1903-4.	1904-5.	1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.
Fort William—											
C. P. R.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Consolidated	21,461,587	18,456,200	27,099,996	25,578,680	16,280,130	20,553,853	22,411,451	16,361,372	24,835,529	17,479,872	20,187,186
Empire Elevator Co.				1,734,584	4,679,148	5,720,613	6,009,797	6,687,835	9,916,515	8,981,820	11,582,159
Ogilvie Flour Mills Co.		3,888,901	11,613,603	14,146,263	5,439,832	7,693,309	7,993,333	5,278,055	11,332,968	11,111,409	17,233,836
Western Term'l El. Co.		678,446	3,360,570			4,282,260	6,471,432	7,032,132	8,631,482	8,418,477	8,640,954
C. T. Pacific							2,593,537	4,172,238	7,750,607	5,935,220	7,289,999
Black & Muirhead							68,628	4,665,998	8,288,302	11,638,657	15,494,889
Davidson & Smith							74,315	732,166	2,045,683		
Grain Growers Grain Co.								26,287	100,748		
Eastern Elev. Co.											
Port William Elev. Co.											
Total—Fort William	21,461,587	23,023,517	42,074,169	41,459,527	26,399,110	38,250,035	45,622,523	44,959,083	72,961,834	75,276,859	100,548,776
Port Arthur—											
Port Arthur Elev. Co.	8,558,744	6,839,926	10,588,083	16,108,401	12,778,549	18,325,061	20,919,221	18,438,738	24,321,739	23,731,948	26,524,111
D. Horn & Co.	2,660,296	1,645,134	2,759,276	2,985,761	1,512,213	1,513,633	1,199,202	817,417	1,828,453	1,320,743	866,749
Thunder Bay Elev. Co.							4,513,634	1,843,329	6,986,452	6,700,372	
National Elev. Co.							1,022	1,073,304	2,153,261		
Dominion Government Elev.											5,303,133
Total—Port Arthur	10,619,040	8,485,070	13,347,359	19,094,168	14,290,762	19,838,697	26,663,079	25,172,788	35,290,905	31,753,063	32,494,293
Transcona C. P. R.										227,876	
Grand Total	32,080,627	31,508,617	55,421,528	60,553,695	40,689,872	58,088,732	72,285,602	70,131,871	108,192,739	107,257,798	133,043,069

OATS.

Fort William—											
C. P. R.											
Consolidated	164,619	561,948	3,268,071	5,432,543	4,142,270	6,160,582	6,441,583	2,297,817	6,604,047	5,885,453	2,294,894
Empire Elevator Co.				259,989	1,126,263	999,849	2,326,840	1,495,406	2,869,783	2,155,838	3,306,907
Ogilvie Flour Mills Co.		63,640	1,759,874	3,038,439	2,354,419	2,326,027	3,719,653	1,974,615	3,650,776	4,090,453	6,369,353
Western Term'l El. Co.		41,170	71,360			1,029,693	1,968,530	524,817	1,883,665	1,338,467	909,895
							847,855	224,746	895,318	912,760	1,041,246

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G. T. Pacific.....										2,790,247	3,753,733	6,544,405	8,871,650
Black & Muirhead.....										7,628	6,286		
Davidson & Smith.....										29,495	84,482		
Grain Growers Grain Co.....												3,364,659	2,815,846
Eastern Elev. Co.....													3,338,438
Fort William Elev. Co.....													2,685,975
Total—Fort William.....	164,619	666,758	5,099,305	8,730,971	7,622,952	10,516,151	15,535,647	9,344,801	19,148,090	24,292,035	31,634,204		
Port Arthur—													
Port Arthur Elev. Co.....	19,761	86,726	766,364	4,006,746	2,729,215	4,315,729	8,686,796	6,263,018	6,825,582	7,248,540	8,069,636		
D. Horn & Co.....	9,121	79,180	311,584	274,393	305,609	199,526	465,324	131,968	778,522	436,948	220,174		
Thunder Bay Elev. Co.....							1,792,334	1,781,455	2,041,132	2,204,210			
National Elev. Co.....							3,415	255,838	666,265				
Dominion Government Elev.....											1,527,278		
Total—Port Arthur.....	28,882	165,906	1,077,948	4,281,139	3,034,224	4,515,255	10,947,869	8,432,279	10,311,561	9,889,698	9,817,088		
Transcona—C. P. R.....										2,155			
Grand Total.....	193,501	832,664	6,177,253	13,012,110	10,657,176	15,031,406	26,483,516	17,777,080	29,459,591	34,183,888	41,451,292		

BARLEY.

Fort William—													
C. P. R.....	22,511	123,229	340,640	686,126	579,968	721,864	912,234	312,670	916,812	2,413,910	1,149,382		
Consolidated.....				13,714	47,770	55,502	131,538	101,263	137,738	495,247	663,243		
Empire Elev. Co.....		13,198	166,376	335,650	136,432	215,786	288,871	116,617	422,274	968,703	2,052,955		
Ogilvie Flour Mills Co.....			37,063			148,231	189,612	30,275	91,916	257,414	214,362		
Western Term'l El. Co.....							28,025	9,985	7,387	387	708		
Black & Muirhead.....							15,848	19,266	872				
G. T. Pacific.....							3,197	50,891	170,584	746,207	908,319		
Davidson & Smith.....									6,511	1,214,193	849,349		
Grain Growers' Grain Co.....											845,933		
Eastern Elev. Co.....											234,407		
Fort William Elev. Co.....													
Total—Fort William.....	22,511	136,427	544,079	1,035,490	764,170	1,141,383	1,569,325	640,967	1,754,094	6,096,061	6,918,658		
Port Arthur—													
Port Arthur Elev. Co.....	53,515	101,171	359,754	749,093	1,041,462	1,330,337	1,425,268	689,705	1,180,154	2,798,234	3,222,354		
D. Horn & Co.....	25,399	21,712	90,358	84,606	108,670	26,462	19,588	15,767	81,995	150,675	61,376		
Thunder Bay Elev. Co.....							286,494	181,359	433,792	933,282			
National Elev. Co.....								8,702	32,654		463,927		
Dominion Government Elev.....													
Total—Port Arthur.....	78,914	122,883	450,112	833,699	1,150,132	1,356,799	1,731,350	895,533	1,728,595	3,882,191	3,747,657		
Transcona—C. P. R.....										1,586			
Grand Total.....	101,425	259,310	994,191	1,869,189	1,914,302	2,498,182	3,300,675	1,536,500	3,482,689	9,979,838	10,666,315		

No. 3.—STATEMENT showing Quantity of each kind of Grain, with totals, received by the Terminal Elevators at Fort William and Port Arthur for the undermentioned Crop Years.—*Concluded.*

FLAX.

Crop Year ended Aug. 31.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.
Fort William—											
C. P. R.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Consolidated.....	14,435		80,812	32,239	299,730	518,029	623,683	718,737	914,820	2,301,684	160,141
Empire Elevator Co.....		23,860	95,984	97,342	147,448	165,700	443,560	319,499	1,071,765	2,257,080	1,073,466
Western Term'l Elev. Co.....							440,898	629,521	1,190,310	3,093,068	1,622,165
Black and Muirhead.....								24		2,459,478	1,338,691
G. T. Pacific.....								32,207	245,236	2,087,497	1,245,607
Davidson & Smith.....									2,029	116,277	
Grain Growers' Grain Co.....											
Eastern Elevator Co.....											1,353
Fort William Elev. Co.....											885,632
Total—Fort William.....	14,435	23,860	176,796	129,581	447,178	683,729	1,508,141	1,699,988	3,421,309	12,315,084	6,327,055
Port Arthur—											
Port Arthur Elev. Co.....	74,890	3,683	13,969	156,098	197,524	144,528	184,002	165,146	990,315	3,878,948	2,262,763
D. Horn & Co.....	372,728	142,218	289,536	510,518	870,999	1,282,418	1,571,060	951,466	1,252,854	1,009,525	955,734
Thunder Bay Elev. Co.....							97,604	58,331	176,419	966,668	
National Elev. Co.....								2,399	110,554		
Dominion Government Elev.....											2,879,952
Total—Port Arthur.....	447,618	145,901	303,505	666,616	1,068,523	1,426,946	1,852,666	1,177,342	2,530,142	5,855,141	6,098,449
Transcona—C. P. R.										50,456	
Grand Total.....	462,053	169,761	480,301	796,197	1,515,701	2,110,675	3,360,807	2,877,330	5,954,451	18,220,681	12,425,504

RYE.

Fort William—											
C. P. R.											
Empire Elev. Co.....							5,003	497	10,204	5,367	2,558
Grain Growers' Grain Co.....								33		1,108	445
Port Arthur Elev. Co.....											1,020
G. T. Pacific.....											1,710
Total—Fort William.....							5,003	530	10,204	6,475	9,952

5 GEORGE V., A. 1915

STATEMENT No. 4.—Number of Cars and Quantity of each kind of Grain ended August 31, 1914, in the

	Crop Year 1908.	Percentage per Grade.	Crop Year 1909.	Per- centage per Grade.	Crop Year 1910.
	No.	Per cent.	No.	Per cent.	No.
Wheat, spring—				0.22	282
One Hard	142	.29	147	18.65	33,420
One Northern	6,130	12.43	12,594	26.61	31,844
Two Northern	9,406	19.08	17,958	25.10	12,252
Three Northern	9,378	19.02	16,943		
Four Extra				9.68	2,618
Number Four	5,054	10.25	6,531	0.98	30
Feed	4,207	8.53	657	3.70	2,324
Rejected One	567	1.15	2,498	3.68	1,918
Rejected Two	348	0.71	2,482	2.25	484
No Grade	2,878	5.84	1,517	2.75	2,000
Rejected	910	1.85	1,857	0.05	124
Condemned	43	0.09	30	4.33	479
No. Five	3,888	7.89	2,920	1.90	177
No. Six	2,704	5.48	1,281	0.07	
Feed Two	3,641	7.38	53		
Goose Number Three	2	0.01			
Hard White Five	3			0.02	3
No Established Grade			17	0.01	18
Screenings			10		
Total spring wheat.....	49,302	100.00	67,495	100.00	87,973
{ Cars.....					
{ Bushels.....	51,767,100		70,869,750		93,691,245
Wheat, winter—					
One Alberta Red	72	4.66	431	14.21	54
Two Alberta Red	229	14.82	783	25.81	301
Three Alberta Red	491	31.78	721	23.76	379
Four Alberta Red					
One White Winter	10	0.65	24	0.79	5
Two White Winter	13	0.84	54	1.78	3
Three White Winter	27	1.75	51	1.68	5
Four White Winter					9
One Mixed Winter	8	0.52	34	1.12	4
Two Mixed Winter	13	0.84	37	1.22	8
Three Mixed Winter	5	0.32	7	0.23	2
Rejected One	48	3.10	166	5.46	22
Rejected Two	27	1.75	152	5.01	8
No grade	11	0.72	8	0.26	4
Rejected	2	0.13	5	0.17	3
Feed	19	1.23			
Feed Two	4	0.26			
No. Four	270	17.47	342	11.28	220
No. Five	271	17.54	219	7.22	129
No. Six	25	1.62			
Total Winter Wheat.....	1,545	100.00	3,034	100.00	1,156
{ Cars.....					
{ Bushels.....	1,622,250		3,185,700		1,231,140
Total Wheat.....	50,847		70,529		89,129
{ Cars.....					
{ Bushels.....	53,389,350		74,055,450		94,922,385
Oats—					
Extra Number One	1	0.01	7	0.05	
Number One Canadian Western	102	1.09	515	4.22	1,387
“ Two Canadian Western	1,891	20.30	6,036	49.39	12,755
“ Three Canadian Western	807	8.67	929	7.60	1,549
“ Two White			5	0.05	
“ Three White			1		
“ One Mixed			1		
“ Two Mixed	20	0.22	60	0.50	66
“ Three Mixed					
“ One Black			2	0.03	3
“ Two Black			2		

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inspected over the undermentioned railroads by Provinces for the Crop Year
Western Grain Inspection Division.

Per-centage per Grade.	Crop Year 1911.	Per-centage per Grade.	Crop Year 1912.	Per-centage per Grade.	Crop Year 1913.	Per-centage per Grade.	Crop Year 1914.	Per-centage per Grade.
Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
0.32	11	0.01	4	2.96	239	.19	783	0.57
37.99	13,252	16.51	3,909	13.267	13,267	10.66	75,684	55.48
36.20	27,326	34.03	19,281	42.570	42,570	34.22	36,788	26.97
13.93	21,760	27.10	31,525	23.87	29,913	24.04	9,202	6.75
2.98	8,198	10.20	21,793	16.50	6,223	5.00	†1,921	1.41
0.03	450	0.56	8,471	6.43	371	.30	34	0.02
2.64	1,133	1.42	453	0.83	140	.12	4,209	3.09
2.18	1,014	1.26	634	12.42	1,200	.97	1,109	0.81
0.55	1,077	1.34	16,401	3.21	24,049	19.33	5,758	4.23
2.27	1,065	1.32	4,240	0.28	3,584	2.88	135	0.09
0.15	75	0.09	388	8.56	27	.02	495	0.36
0.54	2,861	3.56	11,306	10.34	1,490	1.19	230	.17
0.20	2,075	2.59	13,647		1,163	.91		
	2				2			
					5	.04	4	
0.02		0.01	2		32		13	0.01
	5		2		142	.13	53	0.04
							1	
100.00	80,304	100.00	132,056	100.00	124,444	100.00	136,419	100.00
	86,326,800		141,960,200		139,999,500		156,881,850	
4.66	76	6.32	20	0.54	136	8.92	45	4.58
26.03	470	39.10	211	5.70	539	35.35	527	53.55
32.79	353	29.37	1,609	43.49	426	27.92	302	30.70
1.90	1	2.08	2	0.70	3	19	55	5.60
	7		17		3		11	1.12
	17		6		12	1.9	16	1.63
	4				15		10	1.01
1.22	4	1.16	1				4	0.40
							2	0.20
1.90	4		20	0.94				
70	2		15				1	0.20
.61	5	1.58	148	4.16	58	3.81		
	14		6		9	59	1	
19.03	162	13.47	1,057	28.57	209	13.70		
11.16	83	6.92	588	15.90	215	7.55	10	1.01
100.00	1,202	100.00	3,700	100.00	1,525	100.00	984	100.00
	1,292,150		3,977,500		1,715,625		1,131,600	
	81,506		135,756		125,969		137,403	
	87,618,950		145,937,700		141,715,125		158,013,450	
	1	2.87	124	0.44			5	0.01
7.55	398				41	15	275	0.80
69.30	7,407	53.40	6,988	24.98	11,459	37.35	18,883	54.80
8.43	1,167	8.41	2,150	7.69	2,453	8.01	8,403	24.39
0.36	23							
		0.24	26	0.09	8	03	11	0.03
0.02	4							
	6							

5 GEORGE V., A. 1915

STATEMENT No. 4.—Number of Cars and Quantity of each kind of Grain ended August 31, 1914, in the

	Crop Year 1908.	Percentage per Grade.	Crop Year 1909.	Per- centage per Grade.	Crop Year 1910.
	No.	Per cent.	No.	Per cent.	No.
Oats— <i>Concluded.</i>					
Feed, Extra Number One.....			2,208	18·06	1,209
“ Number One.....			1,311	10·74	502
“ Number Two.....			563	4·61	395
Rejected.....	6,037	64·83	254	2·08	412
No grade.....	431	4·63	304	2·49	104
Condemned.....	23	0·25	22	0·18	1
Mixed Grain.....					
Total Oats.....{Cars.....	9,312	100·00	12,220	100·00	18,392
{Bushels.....	16,761,600		21,996,000		34,944,800
Barley—					
Number Two.....	14	0·64			
“ Three Extra.....	9	0·41	106	3·55	48
“ Three.....	562	25·59	1,604	53·77	2,347
“ Four.....	871	39·66	867	29·06	1,152
Rejected.....	382	17·39	251	8·42	293
No grade.....	117	5·33	77	2·58	29
Feed.....	231	10·52	77	2·58	16
Condemned.....	10	0·46	1	0·04	1
Cleanings.....					
Total Barley.....{Cars.....	2,196	100·00	2,983	100·00	3,886
{Bushels.....	2,635,200		3,579,600		4,663,200
Flaxseed—					
Number 1 N.W. Man.....	1,085	67·10	1,863	84·37	3,238
“ 1 Manitoba.....	364	22·44	207	9·37	231
“ 2 C.W.....					
“ 3 C.W.....					
Rejected.....	154	9·60	56	2·54	56
No grade.....	13	0·80	75	3·40	39
Condemned.....	1	0·06	7	0·32	7
Total Flaxseed.....{Cars.....	1,617	100·00	2,208	100·00	3,571
{Bushels.....	1,617,000		2,208,000		3,571,000
Rye—					
Number One C.W.....	—		9	52·94	18
“ Two C.W.....	4	44·45	7	41·18	1
“ Three.....	1	11·11			
No grade.....	3	33·33			
Rejected.....	1	11·11	1	5·88	
Total Rye.....{Cars.....	9	100·00	17	100·00	19
{Bushels.....	10,800		20,400		22,800
Corn.....{Cars.....					
{Bushels.....					
Speltz—					
Rejected.....{Cars.....	1				
{Bushels.....	1,200				
Screenings.....{Cars.....					
{Bushels.....					

inspected over the undermentioned railroads, by Provinces for the Crop Year
Western Grain Inspection Division.—*Continued.*

[illegible]

5 GEORGE V., A. 1915

STATEMENT No. 4.—Number of Cars and Quantity of each kind of Grain ended August 31, 1914, in the

		Crop Year 1908.	Crop Year 1909.	Crop Year 1910.	
		No.	Per cent.	No.	
<i>Recapitulation.</i>		1908.	1909.	1910.	
Grain—	Wheat.....	{ Cars.....	50,847	70,529	89,129
		{ Bushels.....	53,389,350	74,055,450	94,922,385
	Oats.....	{ Cars.....	9,312	12,220	18,392
		{ Bushels.....	16,761,600	21,996,000	34,944,800
	Barley.....	{ Cars.....	2,196	2,983	3,886
		{ Bushels.....	2,635,200	3,579,600	4,663,200
	Flaxseed.....	{ Cars.....	1,617	2,208	3,571
		{ Bushels.....	1,617,000	2,208,000	3,571,000
	Rye.....	{ Cars.....	9	17	19
		{ Bushels.....	10,800	20,400	22,800
	Speltz.....	{ Cars.....	1		
		{ Bushels.....	1,200		
	Screenings.....	{ Cars.....			
		{ Bushels.....			
Total Grain.....		{ Cars.....	63,982	87,957	114,997
		{ Bushels.....	74,415,150	101,859,450	138,124,185

SUMMARY BY

Canadian Pacific Railway.....	43,361	55,154	67,728
Canadian Pacific Railway, Calgary.....	2,666	5,597	4,930
Canadian Northern Railway.....	16,532	21,851	32,799
Great Northern Railway, Duluth.....	1,423	3,536	4,089
Grand Trunk Pacific.....		1,819	5,451
Total.....	63,982	87,957	114,997

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inspected over the undermentioned railroads, by provinces, for the Crop Year Western Grain Inspection Division.—*Concluded.*

Per-centage per Grade.	Crop Year 1911.	Per-centage per Grade.	Crop Year 1912.	Per-centage per Grade.	Crop Year 1913.	Per-centage per Grade.	Crop Year 1914.	Per-centage per Grade.
Per cent.	No.	Per cent	No.	Per cent.	No.	Per cent.	No.	Per cent.
	1911.		1912.		1913.		1914.	
77.52	81,506	80.91	135,756	77.05	125,969	66.62	137,403	69.84
.....	87,618,950	.....	145,937,700	.....	141,715,125	.....	158,013,450	.....
15.99	13,869	13.77	27,969	15.87	30,648	16.19	34,460	17.51
.....	26,351,100	.....	53,141,100	.....	59,763,600	.....	67,197,000	.....
3.38	2,129	2.12	5,251	2.98	11,410	6.03	11,675	5.94
.....	2,554,800	.....	6,301,200	.....	14,833,000	.....	15,761,250	.....
3.10	3,216	3.19	7,190	4.08	21,030	11.12	12,812	6.52
.....	3,216,000	.....	7,190,000	.....	22,081,500	.....	14,093,200	.....
0.01	17	0.01	35	0.02	16	.03	83	0.04
.....	.....	.....	42,000	.....	16,000	.....	83,000	.....
.....	19,400	.....	.....	.....	2	.01	1	.....
.....	.....	.....	.....	.....	2,000	.....	1,000	0.15
.....	.....	.....	.....	.....	.....	.....	298	.....
.....	.....	.....	.....	.....	.....	.....	298,000	.....
100.00	100,737	100.00	176,201	100.00	189,075	100.00	196,732	100.00
.....	119,760,250	.....	21,612,000	.....	238,411,225	.....	255,446,900	.....

RAILROADS.

58.89	57,615	57.22	96,266	54.64	101,660	53.76	104,727	53.24
4.29	4,280	4.24	6,524	3.72	9,844	5.21	6,513	3.31
28.53	30,675	30.44	53,692	30.48	53,825	28.46	60,259	30.63
3.55	1,199	1.20	7,505	4.22	6,205	3.29	3,330	1.69
4.74	6,968	6.90	12,214	6.94	17,541	9.28	21,903	11.13
100.00	100,737	100.00	176,201	100.00	189,075	100.00	196,732	100.00

*No. 1, N.W.C. †No. 2, C.W. ‡No. 3, C.W. ††Speltz.

No. 5.—STATEMENT of Number of Vessels and Cars inspected by Districts, in the Eastern Grain Inspection Division, with the total quantities of each kind of Grain and grand totals for the Division, during the Year ended June 30, 1906, nine months ended March 31, 1907, and Years ended March 31, 1908, 1909, 1910, 1911, 1912, 1913, and 1914.

Year ended March 31, 1914.	KINGSTON.			PETERBOROUGH.			TORONTO.			MONTREAL.			TOTAL. DIVISION.		
	Vessels.		Quantity.	Vessels.		Quantity.	Vessels.		Quantity.	Vessels.		Quantity.	Cars.		Quantity.
	Cars.	No.	Bush.	Cars.	No.	Bush.	Cars.	No.	Bush.	Cars.	No.	Bush.	Cars.	No.	Bush.
Wheat.....	1	.....	1,000	43	.....	40,958	103	.....	104,590	.....	.....	128,000	147	.....	274,558
Corn.....	.....	.....	.....	.....	.....	.....	21	.....	21,130	50	.....	72,990	71	.....	94,120
Oats.....	.....	.....	.....	48	.....	62,200	373	.....	543,657	55	.....	73,582	476	.....	679,439
Barley.....	.....	.....	.....	.....	.....	.....	101	.....	125,812	8	.....	9,297	109	.....	135,109
Rye.....	.....	.....	.....	12	.....	11,857	5	.....	4,980	2	.....	162,900	19	.....	179,737
Peas.....	.....	.....	.....	.....	.....	.....	2	.....	1,667	4	.....	2,900	6	.....	4,567
Buckwheat.....	.....	.....	.....	53	.....	62,771	65	.....	72,730	4	.....	3,484	122	.....	138,985
“ Re-inspection.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	624	1	.....	624
Totals, 1913-14.....	1	.....	1,000	156	.....	177,796	670	.....	874,566	124	15	453,777	951	15	1,507,139
Totals, 1905-6.....	133	23	542,013	598	.....	610,092	3,137	116	5,017,593	1297	257	6,707,687	5,165	396	12,877,385
Totals, 1906-1907 (9 mos.)...	98	13	332,767	574	.....	762,010	2,744	95	5,038,686	975	127	3,848,329	4,391	235	9,981,792
Totals, 1907-1908.....	42	17	276,811	834	.....	1,034,390	1,612	70	2,811,794	838	192	5,643,351	3,326	279	9,766,346
Totals, 1908-09.....	114	1	153,246	1,035	.....	1,307,354	4,722	160	6,957,651	557	97	3,722,797	6,428	258	12,141,048
Totals, 1909-10.....	76	3	119,621	484	.....	602,026	1,644	21	2,117,814	922	50	2,445,240	3,126	74	5,284,701
Totals, 1910-11.....	103	7	153,652	426	.....	495,363	2,084	14	2,304,646	714	123	4,301,306	3,327	144	7,254,967
Totals, 1911-12.....	53	5	104,837	353	.....	367,583	2,325	3	2,561,900	533	154	5,934,500	3,264	162	8,968,820
Totals, 1912-13.....	12	.....	15,826	335	.....	408,151	1	Bin	3,000	126	56	2,210,443	1	Bin	3,000
							531	.....	657,604				1,004	56	3,292,024

No. 6.—Total number of Cars inspected at Winnipeg, and other points in the West, with the total quantity of each kind of Grain for the Fourteen years hereinafter enumerated.

Crop Year ending August 31.	WHEAT.		OATS.		BARLEY.		FLAX.		RYE.	
	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.
1900	31,637	Bush. 26,258,710	763	Bush. 915,600	102	Bush. 102,000	73	Bush. 60,590		Bush.
1901	14,886	12,355,380	448	537,600	28	28,000	43	35,690		
1902	53,708	45,651,800	3,338	4,005,600	308	308,000	146	131,400		
1903	51,833	51,833,000	2,036	3,054,000	471	565,200	655	655,000		
1904	38,473	40,396,650	1,129	1,693,500	161	193,200	536	536,000		
1905	37,892	39,786,600	1,824	2,736,000	390	468,000	290	290,000		
1906	61,542	64,619,100	5,768	8,652,000	1,357	1,628,400	503	503,000	8	9,600
1907	68,356	73,140,920	9,957	14,935,500	2,263	2,715,600	908	908,000	22	26,400
1908	50,847	53,389,350	9,312	16,761,600	2,196	2,635,200	1,617	1,617,000	10	10,000
1909	70,529	74,055,450	12,220	21,996,000	2,983	3,579,600	2,208	2,208,000	17	20,400
1910	89,129	94,922,385	18,292	34,944,800	3,886	4,663,200	3,571	3,571,000	19	22,800
1911	81,506	87,618,950	13,869	26,351,100	2,129	2,554,800	3,216	3,216,000	17	20,400
1912	135,756	145,937,700	27,969	53,141,100	5,251	6,301,200	7,190	7,190,000	35	42,000
1913	125,969	141,715,125	30,648	59,763,600	11,410	14,833,000	21,030	22,081,500	Corn 2 Rye 16 { Seed 298	2,000 16,000 1,000 83,000 298,000
1914	137,403	158,013,450	34,460	67,197,000	11,675	15,761,250	12,812	14,093,200		
The average capacity of cars, 1914, is.....		1,150 bushels.	1,950 bushels.		1,350 bushels.		1,100 bushels.		1,000 bushels.	

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STATEMENT No. 7.—Number of Cars and Quantity of each kind of Grain inspected over the undermentioned railroads by Provinces, for the Crop Year ended August 31, 1914, in the Western Grain Inspection Division.

Manitoba.	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings	Total.
	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.
C.P.R.....	16,860	4,966	2,641	400	2	247	25,116
C.N.R.....	12,057	3,630	2,960	254	1	41	18,943
G.T.P.....	1,218	245	168	17	.....	5	1,653
G.N.R.....	1,812	184	258	116	.....	.....	2,370
Total.....	31,947	9,025	6,027	787	3	293	48,082
	{Cars.....						
	{Bushels... 36,739,050	17,598,750	8,136,450	865,700	3,000	293,000	63,635,950
Saskatchewan.							
C.P.R.....	49,895	8,312	1,807	6,251	3	1	66,269
C.N.R.....	27,085	6,301	1,789	3,364	1	3	38,543
G.T.P.....	12,636	4,257	535	1,132	2	.....	18,562
G.N.R.....	227	60	27	326	.....	.....	640
Total.....	89,843	18,930	4,158	11,073	6	4	124,014
	{Cars.....						
	{Bushels... 103,319,450	36,913,500	5,613,300	12,180,300	6,000	4,000	158,036,550
Alberta.							
C.P.R.....	9,911	2,597	194	635	5	.....	13,342
" Calgary.....	2,862	2,418	1,131	31	69	2	6,513
C.N.R.....	1,822	731	84	136	.....	.....	2,773
G.T.P.....	912	626	80	70	.....	.....	1,688
G.N.R.....	106	133	1	80	.....	.....	320
Total.....	15,613	6,505	1,490	952	74	2	24,636
	{Cars.....						
	{Bushels... 17,954,950	12,684,750	2,011,500	1,047,200	74,000	2,000	33,774,400

RECAPITULATION—BY PROVINCES.

Manitoba.....	31,947	9,025	6,027	787	3	293	48,082
Saskatchewan.....	89,843	18,930	4,158	11,073	6	4	124,014
Alberta.....	15,613	6,505	1,490	952	74	2	24,636
Grand total..	137,403	34,460	11,675	12,812	83	299	196,732
	{Cars.....						
	{Bushels... 158,013,450	67,197,000	15,761,250	14,093,200	83,000	299,000	255,446,900

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STATEMENT No. 8.—Number of Cars and Quantity of each kind of Grain inspected over the undermentioned railroads for Crop Year ended August 31, 1914, in the Western Division.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings	Total.
C.P.R.....	{ Cars.....	76,666	15,875	4,642	7,286	10	248	104,727
	{ Bushels...	88,165,900	30,956,250	6,266,700	8,014,600	10,000	248,000	133,661,450
C.P.R.—								
Calgary East.	{ Cars.....	122	233	79	12	3	2	451
	{ Bushels...	140,300	454,350	106,650	13,200	3,000	2,000	719,500
West	{ Cars.....	823	892	69	1	31	.....	1,816
	{ Bushels...	946,450	1,739,400	93,150	1,100	31,000	.....	811,100
Calgary	{ Cars.....	1,917	1,293	983	18	35	.....	4,246
	{ Bushels...	2,204,550	2,521,350	1,327,050	19,800	35,000	.....	6,107,750
Total.....	{ Cars.....	2,862	2,418	1,131	31	69	2	6,513
Calgary.....	{ Bushels...	3,291,300	4,715,100	1,526,850	34,100	69,000	2,000	9,638,350
C.N.R.....	{ Cars.....	4,0964	10,662	4,833	3,754	2	44	60,259
	{ Bushels...	47,108,600	20,790,900	6,524,550	4,129,400	2,000	44,000	78,599,450
G.T.P.....	{ Cars.....	14,766	5,128	783	1,219	2	5	21,903
	{ Bushels...	16,980,900	9,999,600	1,057,050	1,340,900	2,000	5,000	29,385,450
G.N.R Duluth	{ Cars.....	2,145	377	286	522	.....	.....	3 330
	{ Bushels..	2,466,750	735,150	386,100	574,200	.....	.....	4,162,200
Total.....	{ Cars.....	137,403	34,460	11,675	12,812	83	299	196,7
	{ Bushels...	158,013,450	67,197,000	15,761,250	14,093,200	83,000	299,000	255,446,900

No. 9.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg during the Crop Years ended August 31, 1908, 1909, 1910, 1911, 1912, 1913 and 1914.

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September, 1907.....	2,381	2	2	.....
October, 1907.....	10,641	46	31	15
November, 1907.....	12,786	31	23	8
December, 1907.....	10,019	17	9	8
January, 1908.....	5,740	27	20	7
February, 1908.....	3,995	33	21	12
March, 1908.....	4,972	47	34	13
April, 1908.....	4,152	45	34	11
May, 1908.....	2,125	22	18	4
June, 1908.....	3,398	34	26	8
July, 1908.....	2,658	6	5	.....
August, 1908.....	1,115	7	5	2
Totals.....	63,982	317	229	88
September, 1908.....	11,018	23	23	.....
October, 1908.....	16,812	48	38	10
November, 1908.....	21,068	53	38	15
December, 1908.....	10,918	37	29	8
January, 1909.....	3,374	21	14	7
February, 1909.....	3,765	14	10	4
March, 1909.....	7,668	37	30	7
April, 1909.....	5,637	30	21	9
May, 1909.....	1,930	1	1	.....
June, 1909.....	2,784	7	3	4
July, 1909.....	2,129	5	4	1
August, 1909.....	854	.....	.....	.....
Totals.....	87,957	276	211	65
September, 1909.....	17,365	13	8	5
October, 1909.....	23,219	22	17	5
November, 1909.....	19,438	42	26	16
December, 1909.....	9,726	10	5	5
January 1910.....	5,510	10	7	3
February 1910.....	5,123	12	5	7
March, 1910.....	7,507	13	5	8
April, 1910.....	7,535	18	14	4
May, 1910.....	5,465	2	.....	2
June, 1910.....	4,920	1	.....	1
July, 1910.....	5,191	6	4	2
August, 1910.....	3,998	3	1	2
Totals.....	114,997	152	92	60
September, 1910.....	12,938	13	11	2
October, 1910.....	22,421	45	31	14
November 1910.....	15,798	29	16	13
December, 1910.....	7,967	31	24	7
January, 1911.....	1,890	4	4	-
February, 1911.....	3,301	14	10	4
March, 1911.....	8,600	41	25	16
April, 1911.....	7,024	8	5	3
May, 1911.....	4,201	3	-	3
June, 1911.....	6,451	5	5	-
July, 1911.....	6,828	9	7	2
August, 1911.....	3,318	2	2	-
Totals.....	100,737	204	140	64

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No. 9.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg, etc.—*Concluded.*

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September 1911.....	10,565	21	13	8
October, 1911.....	26,642	51	33	18
November, 1911.....	23,657	43	32	11
December, 1911.....	22,137	47	36	11
January, 1912.....	10,807	19	16	3
February, 1912.....	15,618	18	17	1
March, 1912.....	16,757	71	58	13
April, 1912.....	14,348	43	35	8
May, 1912.....	11,755	46	40	6
June, 1912.....	10,848	45	38	7
July, 1912.....	9,711	21	17	4
August, 1912.....	3,356	14	12	2
Totals.....	176,201	439	347	92
September 1912.....	5,953	8	7	1
October, 1912.....	33,779	21	15	6
November, 1912.....	35,519	33	31	2
December, 1912.....	25,598	24	21	3
January, 1913.....	16,094	41	33	8
February, 1913.....	11,251	25	23	2
March, 1913.....	14,512	22	18	4
April, 1913.....	10,005	17	15	2
May, 1913.....	14,709	24	19	5
June, 1913.....	10,785	15	11	4
July, 1913.....	7,084	11	11	.....
August, 1913.....	3,786	4	4	.....
Totals.....	189,075	245	208	37
September, 1913.....	27,943	11	9	2
October, 1913.....	45,622	22	20	2
November, 1913.....	42,820	38	36	2
December, 1913.....	24,008	41	34	7
January, 1914.....	5,580	6	3	3
February, 1914.....	3,551	10	9	1
March, 1914.....	9,414	8	8	0
April, 1914.....	10,575	17	11	6
May, 1914.....	8,919	16	13	3
June, 1914.....	8,684	4	2	2
July, 1914.....	5,796	4	3	1
August, 1914.....	3,814	2	2	0
Totals.....	196,726	179	150	29
September, 1914.....	34,526	27	22	5
October, 1914.....	16,799	26	18	8
November, 1914.....	17,117	45	36	8
December, 1914.....	7,812	9	8	1

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No. 10.—STATEMENT showing the number of Surveys held on Cars of Grain at Toronto during the Crop Years ended August 31, 1910, 1911, 1912, 1913, and 1914.

Month.		Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September,	1909.....	38			
October,	1909.....	220	1	1	
November,	1909.....	277	3	1	2
December,	1909.....	273	6	6	
January,	1910.....	179	7	3	4
February,	1910.....	174	1	1	
March,	1910.....	133			
April,	1910.....	113			
May,	1910.....	65			
June,	1910.....	70	1		1
July,	1910.....	37	1		1
August,	1910.....	40	1	1	
Totals.....		1,619	21	13	8
September,	1910.....	29	2	1	1
October,	1910.....	112	14	6	8
November,	1910.....	182	1	1	
December,	1910.....	290	1		1
January,	1911.....	359	3	1	2
February,	1911.....	287	2	2	
March,	1911.....	392	9	6	3
April,	1911.....	142	3	1	2
May,	1911.....	90	1		1
June,	1911.....	155	1		1
July,	1911.....	253	4	1	3
August,	1911.....	533	2	1	1
Totals.....		2,824	43	20	23
September,	1911.....	333	4	4	
October,	1911.....	298	3	2	1
November,	1911.....	185			
December,	1911.....	93	2	2	
January,	1912.....	57			
February,	1912.....	116			
March,	1912.....	70	1		1
April,	1912.....	43			
May,	1912.....	17			
June,	1912.....	8			
July,	1912.....	9			
August,	1912.....	11			
Totals.....		1,240	10	8	2
September,	1912.....	24			
October,	1912.....	67			
November,	1912.....	84			
December,	1912.....	74	1		1
January,	1913.....	77			
February,	1913.....	57			
March,	1913.....	60	4	2	2
April.....	1913.....	25	1		1
May,	1913.....	31			
June,	1913.....	16			
July,	1913.....	10			
August,	1913.....	15			
Totals.....		540	6	2	4
September,	1913.....	81			
October,	1913.....	125	3	1	2
November,	1913.....	97			
December,	1913.....	107	4	1	3
January,	1914.....	67			
February,	1914.....	55			
March,	1914.....	39			
April,	1914.....	43	4	1	3
May,	1914.....	25	1	1	
June,	1914.....	21	1	1	
July,	1914.....	12			
August,	1914.....	17			
Totals.....		690	13	5	8

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No. 11.—COMPARATIVE STATEMENT of Receipts of Grain at Terminal Elevators, Fort William and Port Arthur, for the Crops of 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913 and 1914.

Crops Year to August 31.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.
1901.....	5,959,920	1,394		7,675	7,225,077
To Duluth.....	1,256,088				
1902.....	30,141,536	1,237,557	56,769	10,726	38,738,249
To Duluth.....	7,291,661				
1903.....	41,302,474	1,625,623	348,909	167,537	44,884,252
To Duluth.....	1,439,709				
1904.....	32,080,627	193,501	101,425	462,053	32,837,606
1905.....	31,508,617	832,664	259,310	169,761	32,770,352
1906.....	56,056,560	6,278,449	1,001,298	392,000	63,728,307
1907.....	60,553,693	13,012,106	1,869,181	796,191	76,231,171
1908.....	40,689,868	10,657,472	1,914,296	1,515,694	54,777,030
1909.....	58,088,727	15,031,400	2,498,174	2,110,668	77,728,969
				Rye 4,999	
1910.....	72,285,601	26,483,516	3,300,676	3,360,800	105,435,592
				Rye 5,236	
1911.....	70,131,871	17,777,080	1,536,500	2,877,330	92,328,017
				Rye 10,204	
1912.....	108,192,739	29,459,591	3,482,689	5,954,451	147,099,674
1913.....	107,494,757	34,482,918	9,868,774	17,999,403	169,845,852
				Rye 13,002	
1914.....	133,737,205	41,455,152	10,576,310	12,425,544	198,207,213

No. 12.—COMPARATIVE STATEMENT showing Quantity of each kind of Grain Shipped from Fort William and Port Arthur, for the Crop Years hereinafter enumerated.

Crop Year to August 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1900-01.....	6,468,511					6,468,511
1901-02.....	28,148,728	1,135,733	52,185	10,726		29,347,372
1902-03.....	41,487,536	1,619,487	322,377	115,446		43,544,846
1903-04.....	31,384,151	286,446	67,471	282,013		32,020,081
1904-05.....	29,669,107	767,933	265,002	271,296		30,973,338
1905-06.....	55,509,720	5,721,815	959,546	456,928		62,648,009
1906-07.....	54,849,649	12,744,736	1,839,177	753,307	9,010	70,195,879
1907-08.....	47,521,490	11,096,405	1,971,938	1,514,644	3,036	62,107,513
1908-09.....	58,193,198	15,048,353	2,490,679	2,033,334		77,765,564
1909-10.....	72,266,424	22,630,679	3,010,566	3,555,194	5,675	101,468,538
1910-11.....	70,336,459	19,937,902	1,635,231	2,880,067	1,893	94,791,552
1911-12.....	106,933,174	27,783,572	3,241,590	5,587,580	11,607	143,557,523
1912-13.....	108,660,217	33,735,035	9,999,557	16,410,275		168,805,084
1913-14.....	133,798,008	43,633,361	10,863,305	12,062,693	10,380	200,367,747

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No. 13.—STATEMENT showing Receipts and Shipments of Grain at Fort William and Port Arthur for Crop Year ending August 31, 1914, with comparisons for 1908, 1909, 1910, 1911, 1912 and 1913.

RECEIPTS.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1913.	18,075,473	2,181,754	1,801,917	521,088		22,580,232
October, 1913.....	37,546,215	7,614,762	2,853,599	2,069,901	3,411	50,087,888
November, 1913.....	30,946,217	10,992,031	2,080,884	3,573,927	906	47,593,965
December, 1913.....	17,883,688	7,927,622	1,454,068	2,621,501	7,491	29,894,370
January, 1914.	3,309,258	1,405,072	357,334	547,712	749	5,620,125
February, 1914.....	1,184,374	510,824	142,639	202,707		2,040,544
March, 1914.....	2,895,669	2,330,467	378,560	322,836	445	5,927,977
April, 1914..	5,011, 71	3,150,436	443,026	729,778		9,334,811
May, 1914.....	5,937,263	3,207,955	304,263	842,543		10,292,024
June, 1914.....	5,021,318	898,594	264,797	401,042		6,585,751
July, 1914.....	5,515,187	1,131,802	394,128	474,787		6,515,904
August, 1914.....	1,410,972	103,833	101,095	117,722		1,733,622
Total, 1913-14.....	133,737,205	41,455,152	10,576,310	12,425,544	13,002	198,207,213
Crop, year 1908.....	40,689,868	10,657,172	1,914,296	1,515,694		54,777,030
Crop, year 1909.....	58,088,727	15,031,400	2,498,174	2,110,668		77,728,969
Crop, year 1910.....	72,285,601	26,483,516	3,300,676	3,360,800	4,999	105,435,592
Crop, year 1911.....	70,131,871	17,777,080	1,536,500	2,877,330	5,236	92,328,017
Crop, year 1912.....	108,192,739	29,459,591	3,482,689	5,954,341	10,204	147,099,674
Crop, year 1913.....	107,494,757	34,482,918	9,868,774	17,999,403		169,845,852

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No. 13.—STATEMENT showing Receipts and Shipments of Grain at Fort William and Port Arthur for Crop, etc.—*Concluded.*

Month.		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1913....	{ Rail...	372,561	53,300	6,341	4,667	1,924	438,793
	{ Lake..	5,466,217	1,008,553	555,106	552,670	213	7,582,759
October, 1913.....	{ Rail...	382,968	92,440	20,528	197		496,133
	{ Lake..	38,023,212	7,129,303	1,620,438	1,867,418		48,640,371
November, 1913	{ Rail...	334,398	70,882	25,709	953	1,025	432,967
	{ Lake..	29,940,293	8,528,265	2,471,695	2,501,845		43,442,098
December, 1913....	{ Rail...	1,942,108	926,828	143,792	3,897	251	3,016,876
	{ Lake..	18,671,984	8,599,588	2,297,069	3,016,505		32,565,146
January, 1914.....	{ Rail...	1,522,956	1,535,287	435,620	120,561	2,872	3,617,296
	{ Lake..	1,203,904	471,872	11,375	483,669		2,170,820
February, 1914....	{ Rail...	1,270,199	874,919	157,416	26,170	2,377	2,331,081
	{ Lake..	77,593	72,107	44,609			194,309
March, 1914.....	{ Rail...	1,019,284	407,895	24,743	22,148		1,474,070
	{ Lake..						
April, 1914.....	{ Rail...	353,305	273,937	23,974	18,706		669,922
	{ Lake..	2,961,946	1,628,821	3,005	16,209		4,609,981
May, 1914.....	{ Rail...	280,998	76,531	10,025	3,228	1,904	372,686
	{ Lake..	14,328,451	5,632,916	1,580,420	872,483		22,414,270
June, 1914.....	{ Rail...	263,039	64,515	14,148	8,900	12	350,614
	{ Lake..	5,454,470	4,492,655	770,945	213,803		10,931,873
July, 1914.....	{ Rail...	265,672	65,046	17,885	6,455		355,058
	{ Lake..	6,654,694	426,629	422,548	2,190,915		9,694,786
August, 1914.....	{ Rail...	252,075	80,880	21,158	12,368		366,481
	{ Lake..	1,914,247	1,089,820	186,290	98,533		3,288,890
Total crop year 1914	{ Rail...	8,259,563	4,522,460	901,340	228,250	10,365	13,921,978
	{ Lake..	124,697,011	39,060,529	9,963,498	11,814,050	213	185,535,302
Crop, year 1908 ...	{ Rail...	10,224,540	3,888,695	694,310	300,233		15,107,778
	{ Lake..	36,607,299	7,163,801	1,256,166	1,231,609		46,258,875
Crop, year 1909....	{ Rail...	8,451,114	2,690,863	516,119	404,313		12,062,409
	{ Lake..	49,742,084	12,357,490	1,974,560	1,629,021		65,703,155
Crop year, 1910....	{ Rail...	9,119,987	2,471,304	412,141	544,371	2,939	12,550,742
	{ Lake..	63,146,437	20,159,375	2,598,425	3,010,823	2,736	88,917,796
Crop, year 1911....	{ Rail...	7,594,404	1,444,158	115,419	403,109		9,557,090
	{ Lake..	62,742,055	18,493,744	1,519,812	2,476,958	1,893	85,234,462
Crop, year 1912....	{ Rail...	19,790,878	7,115,692	306,705	1,434,668	4,543	28,652,486
	{ Lake..	87,142,296	20,667,880	2,934,885	4,152,912	7,064	114,905,037
Crop, year 1913....	{ Rail...	12,538,098	5,548,497	1,248,745	924,142		20,259,482
	{ Lake..	96,124,119	28,186,538	8,750,812	15,891,307		148,952,776

In addition to the above shipments.

NOTE.—The shipments to Mill at Fort William are included in rail shipments.

*In winter storage in vessels.

Compiled weekly to the 28th day of August, 1913.

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No. 14. —STATEMENT showing Shipments of Grain from Fort William and Port Arthur to the undermentioned Ports during the Seasons of Navigation 1912, 1913 and 1914.

	WHEAT.					
	Season of Navigation, 1912.		Season of Navigation, 1913.		Season of Navigation, 1914.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian Ports—						
Midland.....	882,690		8,647,262	1,491,485	9,188,395	
Tiffin.....	8,787,155					
Depot Harbour.....	2,644,658		3,634,058	60,000	370,000	
Collingwood.....	172,308		380,139		90,019	
Point Edward.....	1,651,737		214,635	178,721		
Meaford.....	600,731		406,962			
Goderich.....	5,870,658		5,666,958	330,355	5,925,142	
Port Colborne.....	110,68,310		20,187,730		26,553,362	
Thorold.....	91,226		67,315			
Port Stanley.....	144,766		67,041		170,612	
Kingston.....	6,065,186		4,689,846		2,653,494	
Montreal.....	9,542,566		7,047,807		5,103,146	
Seaforth.....	5,000					
Prescott.....			226,982			
Silver Island.....	180					
Quebec.....						
Port Nicoll.....	5,690,591		8,155,855		11,288,198	
Unknown destinations.....					30,780	
Walkerville.....						
Total, Canadian Ports	53,217,862		59,392,590	2,060,561	61,373,148	
Winter Storage—						
Canadian Ports.....			1,687,930		1,325,770	
Canadian Boats wrecked cargoes.....			466,953			
United States ports—						
Fairport.....		2,953,586		5,263,802		229,657
Toledo.....				292,000	103,002	
Buffalo, N.Y.....	107,731	35,476,576	976,939	46,179,248	1,779,825	19,246,430
Chicago.....	1,188	84,045				
Duluth.....		85,529				
Erie.....		3,090,021		5,837,318		1,247,149
Port Huron.....	224,910	2,490,596			154,864	346,858
Detroit.....			111,000	2,356,867	144,585	
Total, U. S. ports.....	333,829	44,185,353	1,087,939	59,929,235	2,182,276	21,070,094
Winter Storage, U.S.....				7,098,630		1,816,782
U.S. Boats wrecked cargoes.....				273,500		
Grand total shipments..	53,551,691	44,185,353	62,635,412	69,361,926	64,881,194	22,886,876
	97,737,044		131,997,338		87,768,070	

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No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1912, 1913 and 1914, etc.—*Continued.*

	OATS.					
	Season of Navigation, 1912.		Season of Navigation, 1913.		Season of Navigation, 1914.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound.....						
Midland.....	879,551		4,399,969		4,511,598	
Tiffin.....	2,421,025					
Depot Harbour.....	783,647		1,624,740		1,660,047	
Collingwood.....	137,260		150,000			
Point Edward.....	598,865		117,884			
Meaford.....	223,805					
Goderich.....	3,150,558		3,143,589		1,876,062	
Port Colborne.....	1,139,811		2,200,455		2,259,369	
Port Stanley.....	56,535					
Kingston.....	4,156,755		1,918,763		2,200,420	
Montreal.....	4,682,230		6,982,769		5,547,260	
Prescott.....			304,120			
Quebec.....	256,991		178,973		644,199	
Port McNicoll.....	2,830,276		3,075,335		3,361,168	
Total, Canadian ports....	21,317,309		24,096,597		22,060,123	
Winter Storage Canadian ports.....			1,630,217		237,114	
U. S. ports—						
Detroit.....			29,885	598,804		168,200
Buffalo, N. Y.....		2,297,188	577,787	6,698,010	175,588	2,252,822
Chicago.....				1,742,139		317,000
Cleveland.....				569,532		
Erie.....				242,172		
Port Huron.....		115,891		183,196		727,073
Toledo.....				170,000		
Total, U. S. ports.....		2,413,079	607,672	10,203,853	175,588	3,465,095
Winter Storage U. S. ports.....				4,208,304		25,000
Grand total shipments.....	21,317,309	2,413,079	26,334,486	14,412,157	22,472,825	3,490,095
	23,730,388		40,746,643		25,962,920	

No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1912, 1913 and 1914.—Continued.

	BARLEY.					
	Season of Navigation, 1912.		Season of Navigation, 1913.		Season of Navigation, 1914.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Midland.....	82,621		1,468,050		224,959	
Tiffin.....	1,034,020					
Depot Harbour.....	142,601		824,209			
Point Edward.....	82,052		168,618	67,663		
Meaford.....			39,184			
Goderich.....	247,130		50,774		109,292	
Port Colborne.....	47,280		377,079		1,613,227	
Kingston.....	508,552		1,579,692		364,784	
Montreal.....	330,336		1,229,754		1,646,983	
Prescott.....			18,000			
Port McNicoll.....	403,513		690,404		65,342	
Total, Canadian ports....	2,878,105		6,445,764	67,663	4,024,587	
Winter Storage Canadian ports.....			100,640		2,000	
U. S. port—						
Fairport.....				126,000		
Buffalo.....		1,473,771	65,000	2,932,467		1,069,595
Chicago.....						
Cleveland.....						
Detroit.....			13,704			
Erie.....		84,868		167,876		
Port Huron.....	167,369	412,748		413,550		
Total, U. S. ports.....	167,369	1,971,387	78,704	3,639,893		1,069,595
Winter Storage U. S. ports.....				742,355		
U. S. Boats wrecked.....				64,332		
Grand total shipments.....	3,045,474	1,971,387	6,625,108	4,514,243	4,026,587	1,069,595
	5,016,861		11,139,351		5,096,182	

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No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation 1912, 1913, and 1914.—*Continued.*

	FLAX.					
	Season of Navigation, 1912.		Season of Navigation, 1913.		Season of Navigation, 1914.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound.....						
Midland.....			2,240,648	191,469		
Tiffin.....	17,336					
Depot Harbour.....	62,540		468,536	174,758		
Collingwood.....						
Point Edward.....	61,429		13,200			
Meaford.....						
Goderich.....	467,811		773,695		128,193	
Port Colborne.....			1,098,940		154,595	
Thorold.....						
Port Stanley.....						
Kingston.....	243,502		1,963,745		83,132	
Montreal.....	384,346		1,682,533		487,518	
Prescott.....			28,000			
Sault Ste. Marie.....						
Walkerville.....						
Port McNicoll.....	132,285		163,885		228,284	
Total, Canadian ports....	1,369,249		8,433,182	366,227	1,081,722	
Winter Storage Canadian Ports.....			101,448		34,518	
U. S. ports—						
Fairport.....		213,854				
Ogdensburg.....						
Buffalo.....	103,086	5,168,676	50,289	6,832,538	232,413	4,205,347
Chicago.....	78,007	126,172		370,253	227,205	
Cleveland.....				112,003	117,889	
Duluth.....	14,827	418,877				179,422
Erie.....		611,868		515,936		
Port Huron.....		62,488				
Toledo.....		156,517		327,959	100,000	264,800
Total, U. S. ports.....	195,920	6,758,452	50,289	8,158,689	677,507	4,649,569
Winter Storage, U. S. ports.....				2,063,442		1,128,340
U. S. Ports wrecked cargoes.....				142,366		
Grand total shipments.....	1,565,169	6,758,452	8,584,919	10,730,724	1,793,747	5,777,909
	8,323,621		19,315,643		7,571,656	

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No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation 1912, 1913, and 1914.—Continued.

	Rye.			Screenings.			
	Season of Navigation 1912.	Season of Navigation 1913.	Season of Navigation 1914.	Season of Navigation, 1913.		Season of Navigation, 1914.	
	Canadian Vessels.	Canadian Vessels.	Canadian Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—							
Owen Sound.....			349				
Midland.....							
Tiffin.....							
Depot Harbour.....				750			
Collingwood.....				13,534			
Point Edward.....							
Meaford.....							
Goderich.....		1,924		45,340		44,548	WAA
Port Colborne.....			702	86,702		79,872	
Thorold.....							
Port Stanley.....							
Kingston.....				44,273		26,568	
Montreal.....		609		18,842		133,207	
Prescott.....							
Sault Ste. Marie.....							
Walkerville.....							
Port McNicoll.....	5,129	500				36,834	
Total Canadian ports....	5,129	3,033	1,051	209,441		321,029	
Winter storage.....						3,596	
U.S. ports—							
Ogdensburg.....							
Buffalo.....					190,636	64,647	125,446
Chicago.....				92,958	525,898	95,128	
Cleveland.....							
Duluth.....				70,713	410,808		
Superior.....					436,683	910,088	133,510
Total, U. S. ports.....				163,671	1,564,025	1,069,863	258,956
Grand total shipments...	5,129	3,033	1,051	373,112	1,564,025	1,394,488	258,956
	5,129	3,033	1,051	1,937,137		1,653,444	

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No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation 1912, 1913 and 1914.—*Continued.*

	Mixed Grain, Season of Navigation 1913.		Mixed Grain, Season of Navigation 1914.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.
Canadian ports—				
Owen Sound.....				
Midland.....	34,208		278	
Tiffin.....				
Depot Harbour.....				
Collingwood.....				
Point Edward.....				
Meaford.....				
Goderich.....	13,508		41,167	
Port Colborne.....			50,219	
Thorold.....				
Port Stanley.....				
Kingston.....			76,795	
Montreal.....	20,386		89,766	
Prescott.....				
Quebec.....			5,133	
Walkerville.....				
Port McNicoll.....	58,056		60,237	
Total, Canadian ports.....	126,158		323,595	
Ogdensburg.....				
Buffalo.....				2,445
Chicago.....				
Cleveland.....				
Duluth.....				
Erie.....				
Port Huron.....				
Total, U. S. ports.....				2,445
Grand total shipments.....	126,158		323,595	326,040

No. 14.—SHIPMENTS of Grain from Port William and Port Arthur for Seasons of Navigation 1910, 1911, 1912, 1913, and 1914.—*Concluded.*

TOTAL GRAIN.											
Season of Navigation, 1910.		Season of Navigation, 1911.		Season of Navigation, 1912.		Season of Navigation, 1913.		Season of Navigation, 1914.			
Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
4,202,177		3,421,503				16,790,137	1,682,954	13,925,579			
364,681		9,807,503		1,844,862							
9,609,936		1,030,821		12,259,536		6,552,293	234,758	2,030,017			
1,579,537		230,137		3,633,446		543,673		90,019			
718,780		1,927,011		309,568		514,337	246,384				
2,610,701		166,208		2,395,083		446,146					
679,161		9,346,753		824,536		9,695,786	330,355	8,124,401			
6,804,874		6,441,912		9,736,157		23,950,906		30,711,346			
3,020,256		62,000		12,255,471		67,315					
289,107		168,801		91,226		67,041					
175,305		11,051,582		201,301		10,196,319		170,612			
12,156,343		11,794,572		10,973,995		16,982,700		5,405,193			
11,137,225				14,938,508				13,007,880			
				5,000							
108,322		47,573				577,102					
				180							
50,896		110,699									
87,191		377,463		256,991		178,973		649,332			
1,297,927		2,345,769		9,061,794		12,144,037		15,040,063			
		157,370									
314,812											

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Buffalo.....	2,693,832	19,222,171	1,357,469	31,887,576	210,817	44,417,148	1,670,015	62,832,899	2,252,473	26,902,085
Chicago.....	207,989	6,663		56,490	140,595	409,492	92,958	2,638,290	322,333	317,000
Cleveland.....	80,000							681,535	117,889	
Duluth.....	75,833				70,930	919,594	70,713	410,808	910,088	312,932
Erie.....		251,885	188,000	1,768,011		3,786,757		6,763,302		1,247,149
Port Huron.....	59,247	576,184		1,436,788	392,279	3,081,723		2,953,613	154,864	1,073,931
Toledo.....						156,517		789,959	203,002	264,800
Superior.....								436,683		
Total, U.S. ports.....	3,116,901	20,056,903	1,545,469	35,148,865	814,621	55,943,671	1,988,275	83,495,695	4,105,234	30,515,754
Winter Storage, U.S. ports.....										
U.S. Boats, wrecked cargoes.....								14,112,731		2,970,122
								480,198		
Grand total, shipments.....	58,324,132	20,056,903	60,033,146	35,148,865	79,602,275	55,943,671	104,682,228	100,583,075	94,893,487	33,485,876
	78,381,035		95,182,011		135,545,946		205,265,303		128,379,363	

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No. 15.—STATAEMNT showing Shipments of Grain from Duluth to the under:-
mentioned Ports during the Seasons of Navigation 1912, 1913, and 1914.

	WHEAT.			
	Season of Navigation 1912.	Season of Navigation 1913.	Season of Navigation 1914.	
	Vessels.	Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.
Canadian ports—				
Kingston	403,569	335,000		
Goderich	43,000	77,628		
Midland	137,881	25,000		
Depot Harbour	581,756	86,080		44,000
Tiffin	979,088	563,000	282,000	513,500
Port Colborne	116,948	109,000	96,827	747,883
Montreal	1,734,643	1,960,277	32,610	604,759
Port McNicoll	375,000			655,000
Total, Canadian ports	4,371,885	3,155,985	411,437	2,565,142
U.S. ports—				
Buffalo	6,540,518	3,299,404		447,133
Erie	999,236	682,433		57,123
Chicago				
Port Huron	15,487			
Total, U. S. ports	7,555,241	3,981,837		504,256
Grand total	11,927,126	7,137,822	411,437	3,069,398

No. 15.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1912, 1913
and 1914.—Continued.

	OATS.			
	Season of Navigation 1912.	Season of Navigation 1913.	Season of Navigation 1914.	
	Vessels.	Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.
Canadian ports—				
Kingston	273,006			
Goderich	841,830	212,273		
Midland	30,000			
Depot Harbour				
Tiffin	357,008			
Port Colborne	95,896	151,812		1,734,389
Montreal	319,449	393,039	491,801	232,187
Total, Canadian ports	1,917,189	757,124	491,801	1,966,576
U. S. ports—				
Buffalo	1,882,664	286,613		44,735
Erie	250,000	170,297		
Chicago				
Total, U. S. ports	2,132,664	456,910		44,735
Grand total	4,049,853	1,214,034	491,801	2,011,311

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No. 15.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1912, 1913 and 1914.—Continued.

	BARLEY.			
	Season of Navigation 1912.	Season of Navigation 1913.	Season of Navigation 1914.	
	Vessels.	Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.
Canadian ports—				
Kingston.....	31,676			
Goderich.....				
Midland.....				
Depot Harbour.....		84,818		
Tiffin.....	57,000	57,703		
Port Colborne.....				
Montreal.....	14,714	470,307		168,766
Total, Canadian ports.....	103,390	612,828		168,766
U. S. ports—				
Buffalo.....	385,165	274,302		30,015
Erie.....				
Chicago.....				
Total, U. S. ports.....	385,165	274,302		30,015
Grand Total.....	488,555	887,130		198,781

No. 15.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1912, 1913, and 1914.—Continued.

	FLAX.			
	Season of Navigation 1912.	Season of Navigation 1913.	Season of Navigation 1914.	
	Vessels.	Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.
Canadian ports—				
Kingston.....		126,927		
Goderich.....				
Midland.....		230,000		
Depot Harbour.....				
Tiffin.....		266,980		
Port Colborne.....		488,679		
Montreal.....		774,536		
Total, Canadian ports.....		1,887,122		
U. S. ports—				
Buffalo.....	164,900	1,651,399		
Toledo.....				95,959
Chicago.....		60,928		151,755
Total, U. S. ports.....	164,900	1,712,327		247,714
Grand Total.....	164,900	3,599,449		247,714

No. 15.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1912, 1913, and 1914.—*Concluded.*

	TOTAL GRAIN.			
	Season of Navigation 1912.	Season of Navigation 1913.	Season of Navigation 1914.	
	Vessels.	Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.
Canadian ports—				
Kingston.....	708,251	461,927		
Goderich.....	884,830	289,901		
Midland.....	167,881	255,000		
Depot Harbour.....	581,756	170,898		44,000
Tiffin.....	1,393,096	887,683	282,000	513,500
Port Colborne.....	212,844	749,491	96,827	2,482,272
Montreal.....	2,068,806	3,598,159	524,411	1,005,712
Port McNicoll.....	375,000			655,000
Total, Canadian ports.....	6,392,464	6,413,059	903,238	4,700,484
U.S. ports—				
Buffalo.....	8,973,247	5,511,718		521,883
Erie.....	1,249,236	852,730		57,123
Chicago.....		60,928		151,755
Port Huron.....	15,487			
Toledo.....				95,959
Total, U. S. ports.....	10,237,970	6,425,376		826,720
Grand Total.....	16,630,434	12,838,435	903,238	5,527,204

No. 16.—COMPARATIVE Statement showing Shipments of Grain, by vessels and the All-rail Route from Fort William and Port Arthur for the Crop Years ending August 31, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, and 1914 (Crops of 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, and 1913).

	CROP YEAR 1899-1900.			CROP YEAR 1900-01.			CROP YEAR 1901-02.		
	Vessels.		Totals.	Vessels.		Totals.	Vessels.		Totals.
	Bush.	Rail.		Bush.	Rail.		Bush.	Rail.	
Wheat—									
*Extra No. 1 Hard.....	4,754		4,754						
No. 1 Hard.....	12,246,474	1,500,554	13,747,028	1,137,392	57,240	1,194,632	5,168,691	114,430	5,283,121
†No. 2 “.....	1,795,764	336,986	2,132,750	905,581	199,024	1,104,605	31,679		31,679
†No. 3 “.....	660,332	182,819	843,151	2,043,985	153,612	2,197,597	34,049		34,049
No. 1 Northern.....	521,783	65,767	587,550	62,302	8,364	70,666	10,699,527	289,181	10,988,708
No. 2 “.....	34,984	5,176	40,160	2,359		2,359	9,488,246	310,352	9,798,598
No. 3 “.....	7,444	1,323	8,767	37,680		37,680	395,327	53,363	448,690
Sundry grades.....	815,047	170,622	985,669	1,601,923	259,049	1,860,972	1,362,685	201,198	1,563,883
Oats.....	16,086,582	2,263,247	18,349,829	5,791,222	677,289	6,468,511	27,180,204	968,524	28,148,728
Barley.....							596,844	538,889	1,135,733
Flax.....							16,152	36,033	52,185
Total grain.....	16,086,582	2,263,247	18,349,829	5,791,222	677,289	6,468,511	27,793,200	1,554,172	29,347,372

†By 1 Edward VII, Chapter 24, Sec. 1, these grades were cancelled from May 12, 1901.
*By 6 Edward VII, Chapter 18, Sec. 3, this grade was cancelled from July 13, 1906.

No. 16.—COMPARATIVE Statement showing Shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, etc.—Continued.

	C'ROP YEAR, 1902-03.			C'ROP YEAR, 1903-04.			C'ROP YEAR, 1904-05.			C'ROP YEAR, 1905-06.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
Wheat—	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Extra No. 1 Hard.....												
No. 1 Hard.....	16,529,726	798,183	17,327,909	510,018	25,976	535,994	147,472	11,375	158,847	657,711	9,586	667,297
No. 1 Northern.....	10,392,171	995,968	11,388,139	5,687,006	122,496	5,809,502	3,232,676	171,529	3,404,205	29,114,424	2,577,087	31,691,511
No. 2 “.....	4,558,469	508,349	5,066,818	8,453,309	335,459	8,788,768	8,046,964	224,880	8,271,844	11,591,693	1,293,140	12,884,833
No. 3 “.....	4,822,594	628,411	5,451,005	8,968,776	793,711	9,762,487	7,054,646	320,526	7,375,172	2,578,264	238,246	2,816,510
Sundry grades.....	2,123,896	129,769	2,253,665	4,933,516	1,553,884	6,487,400	9,253,113	1,205,926	10,459,039	5,685,175	1,764,394	7,449,569
Screenings.....												
Totals.....	38,426,856	3,060,680	41,487,536	28,552,625	2,831,526	31,384,151	27,734,871	1,934,23	629,669,10	749,627,26	75,882,453	55,509,720
Oats.....	1,311,613	307,874	1,619,487	104,978	181,468	286,446	327,122	440,811	767,933	3,899,086	1,822,729	5,721,815
Barley.....	251,769	70,608	322,377	46,666	20,805	67,471	122,687	142,315	265,002	571,047	388,499	959,546
Flax.....	45,985	69,461	115,446	193,398	88,615	282,013	259,965	11,331	271,296	341,127	115,801	456,928
Rye.....												
Total grain.....	40,036,223	3,508,623	43,544,846	28,897,667	3,122,414	32,020,081	28,444,645	2,528,693	30,973,338	54,438,527	8,209,482	62,648,009

No. 16.—COMPARATIVE Statement showing Shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, etc.—Continued.

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	C'ROP YEAR, 1906-07.			C'ROP YEAR, 1907-08.			C'ROP YEAR, 1908-09.			C'ROP YEAR, 1909-10.		
	Vessels.		Totals.	Vessels.		Totals.	Vessels.		Totals.	Vessels.		Totals.
	Bush.	Rail.		Bush.	Rail.		Bush.	Rail.		Bush.	Rail.	
Wheat—												
No. 1 Hard.....	3,315,759	192,114	3,507,873	218,609	19,718	238,327	154,852	8,204	163,056	243,317	24,148	267,465
No. 1 Northern.....	22,543,706	864,602	23,408,308	6,946,021	515,591	7,461,612	10,313,401	381,429	10,694,830	24,328,892	1,599,058	25,927,950
No. 2 “.....	14,227,111	666,067	14,893,178	7,904,677	747,652	8,652,329	12,102,349	981,206	13,083,555	22,035,364	1,847,667	23,883,031
No. 3 “.....	2,175,988	18,938	2,194,926	6,595,049	1,074,054	7,669,103	11,961,618	1,634,241	13,595,859	9,339,008	1,208,759	10,547,767
Sundry grades.....	9,457,388	1,387,976	10,845,364	16,261,640	7,238,479	23,500,119	14,847,506	4,137,863	18,985,369	6,848,557	2,066,954	8,915,511
Screenings.....										330,640		330,640
Totals.....	51,719,952	3,129,697	54,849,649	37,925,996	9,595,494	47,521,490	49,379,726	7,142,943	56,522,669	63,125,778	6,746,586	69,872,364
Oats.....	10,904,417	1,840,319	12,744,736	7,297,810	3,798,595	11,096,405	12,301,020	2,529,823	14,830,843	20,100,952	2,299,041	22,399,993
Barley.....	1,154,654	684,523	1,839,177	1,285,364	686,574	1,971,938	1,957,989	495,752	2,453,741	2,585,434	392,813	2,978,247
Flax.....	535,111	218,196	753,307	1,234,166	280,478	1,514,644	1,595,410	393,975	1,989,385	3,030,241	551,347	3,581,588
Rye.....		9,010	9,010		3,036	3,036	3,015	5,661	8,676	2,736	2,939	5,675
Total grain.....	64,314,134	5,881,745	70,195,879	47,743,336	14,364,177	62,107,513	65,237,160	10,568,154	75,805,314	88,845,141	9,992,726	98,837,867

No. 16.—COMPARATIVE Statement showing Shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, etc.—*Concluded.*

	CROP YEAR, 1910-11.			CROP YEAR, 1911-12.			CROP YEAR, 1912-13.			CROP YEAR, 1913-14.		
	Vessels.		Rail.	Vessels.		Rail.	Vessels.		Rail.	Vessels.		Totals.
	Bush.	Totals.		Bush.	Totals.		Bush.	Totals.		Bush.	Totals.	
Wheat—												
No. 1 Hard.....	34,142	39,083	4,941	364	4,045	Bush.	216,739	23,812	Bush.	891,672	85,343	980,015
No. 1 Northern.....	9,846,216	9,957,063	110,847	2,687,048	2,928,087	1,164,507	12,543,518	3,819,900	13,708,025	73,677,493	2,060,096	75,737,589
No. 2 “	19,457,442	20,406,114	948,672	11,960,624	12,777,279	816,655	32,330,989	1,321,331	36,150,889	32,007,949	2,463,081	34,471,030
No. 3 “	18,066,167	19,786,188	1,720,021	20,818,864	23,221,461	2,402,597	25,656,393	1,321,331	26,977,724	7,948,094	719,535	8,667,629
Sundry grades.....	14,262,408	17,101,458	2,839,050	52,158,797	63,556,981	4,035,573	26,843,255	1,271,568	30,878,828	10,168,803	2,931,508	13,100,311
Screenings.....	861,082	861,082	.....	211,715	453,038	.....	1,271,568	.....	1,271,568	2,193,247	.....	2,193,247
Totals	62,527,457	68,150,988	5,623,531	87,837,412	102,940,891	15,103,479	98,862,462	10,365,123	109,227,585	126,890,258	8,259,563	135,149,821
Oats.....	19,488,429	20,623,557	1,135,128	20,767,883	27,544,405	6,776,522	28,043,423	5,515,426	33,558,849	39,060,529	4,522,460	43,582,989
Barley.....	1,518,891	1,633,111	114,220	2,934,889	3,227,899	293,010	8,776,003	1,186,922	9,962,925	9,963,498	901,341	10,864,839
Flax.....	2,573,483	2,970,686	397,203	4,154,830	5,598,158	1,443,328	15,927,287	700,094	16,627,381	11,814,050	228,251	12,042,301
Rye.....	.....	1,894	1,894	7,064	11,608	4,544	5,062	.....	5,062	213	10,365	10,578
Total grain.....	86,108,260	93,380,236	7,271,976	115,702,078	139,322,961	23,620,883	151,614,237	17,767,565	169,381,802	187,728,548	14,021,980	201,650,528

No. 17.—COMPARATIVE Statement showing the Exports of Canadian Grain from the undermentioned Ports for the Calendar Years 1911, 1912, 1913 and 1914.

	MONTREAL.				ST. JOHN, N.B.				QUEBEC.			
	1911.	1912.	1913.	1914.	1911.	1912.	1913.	1914.	1911.	1912.	1913.	1914.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Barley.....	74,694	1,170,217	4,678,268	3,538,987	118,763	142,367	737,860	415,947	.....	.....	.....	.....
Beans.....	1,501	47	219	56	33	451	1,289	484	.....	.....	.....	.....
Buckwheat.....	30,096	.....	6,160	180	8,481	2,817	1,259	.....	.....	288	.....	.....
Corn.....	.....	.....	18,621	.....	17,177	8	7,280	.....	.....	.....	.....	.....
Oats.....	5,613,897	4,679,728	7,370,643	6,211,489	525,239	381,793	576,654	226,139	.....	38,415	.....	.....
Pease, whole.....	36,060	25,558	18,678	12,524	3,673	7,156	4,946	4,938	.....	.....	.....	.....
Pease, split.....	3,153	.....	.....	.....	3,497	.....	.....	.....	.....	.....	.....	.....
Rye.....	.....	.....	95,213	7,887	.....	.....	25,544	.....	.....	.....	200	.....
Wheat.....	15,305,721	23,190,668	27,442,213	27,888,492	6,411,552	8,286,695	7,785,401	6,652,134	.....	.....	.....	.....
Other grain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	21,065,122	29,066,218	39,630,015	37,659,615	7,088,415	8,821,287	9,140,233	7,299,642	.....	38,703	200	.....

No. 17.—COMPARATIVE Statement showing the Exports of Canadian Grain from the undermentioned Ports for the Calendar Years 1911, 1912, 1913 and 1914.—Continued.

	HALIFAX.				VANCOUVER.				TOTAL.			
	1911.	1912.	1913.	1914.	1911.	1912.	1913.	1914.	1911.	1912.	1913.	1914.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Barley.....	185	104	27	6,099	1			32,370	193,643	1,312,688	5,416,155	3,993,403
Beans.....	2,909	1,412	725	732	35				4,478	1,910	2,233	1,272
Buckwheat.....				9					38,865	2,817	7,419	189
Corn.....	135	515	1,011	1,739					17,312	523	26,912	1,739
Oats.....	190,341	262,268	358,036	254,819	12,451	126,858	136,222	43,781	6,380,343	5,450,647	8,441,555	6,736,228
Pease, whole.....	9,000	17,036	1,535	4,466	18	37	645	11,082	48,751	49,787	25,804	33,010
Pease, split.....	79,795								86,445			
Rye.....			45									
Wheat.....	243,984	122,875	444,469	1,234,461	1,684	107,021	628,289	139,113	21,962,941	31,707,259	121,002	7,887
Other grain.....		3,250			20				20	3,250	36,300,372	35,914,200
Totals.....	526,349	407,460	805,848	1,502,325	14,209	233,916	765,156	226,346	28,732,798	38,528,881	50,341,452	46,687,928

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In addition to the above there were exported from the ports of Montreal, Halifax, St. John and Vancouver, the following quantities of United States grain, viz.:

		Wheat.	Corn.	Oats.	Barley.	Rye.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1907.....		5,373,215	4,745,042		32,771	50,055	10,201,083
1908.....		10,908,194	430,829	109,130	113,678	51,568	11,613,399
1909.....		12,761,605	267,986	35,429	90,506	51,293	13,206,819
1910.....		3,882,885	2,834,474	38,715			6,756,074
	Halifax.....			3,616	1		3,617
	Vancouver..	1,317					1,317
	Montreal....	1,623,172	5,391,388	49,190			7,063,750
1911.....						Other gr'n	
	Halifax.....		100			52	152
	Vancouver..					20	20
	Montreal....	7,335,494		2,010,257	78,793	143,454	9,567,998
1912.....						Other gr'n	
	Halifax.....					3,333	3,333
	St. John....		59,812				59,812
	Montreal. ..	6,052,006	33,399	40,285	500,985	115,593	6,742,268
1913.....							
	Halifax.....				3	2,098	2,101
	St. John....					75	75
	Montreal....	32,872,591	2,000	2,614,147	1,014,607	358,572	36,861,917
1914.....							
	Halifax.....						
	St. John....						

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No. 18.—COMPARATIVE STATEMENT showing quantities of grain inspected at Winnipeg, Calgary, and Duluth, which are, at the initial point of shipment, billed to points East, West and South by the All-rail Route from Winnipeg and Calgary, for the undermentioned crop years.

Crop years, ending August 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1900.....	253,150	52,800	10,000	2,490		318,440
1901.....	68,060	64,800	2,000	4,980		139,840
1902.....	1,327,700	1,449,600	103,000	45,900		2,926,200
1903.....	1,644,000	406,500	116,400	263,000		2,429,900
1904.....	552,300	171,000	7,200	20,000		750,500
1905.....	1,523,550	781,500	93,600	9,000		2,407,650
1906.....	1,448,280	851,928	139,680	5,000	2,400	2,447,288
1907.....	721,180	869,400	117,600	1,000	3,600	1,712,780
Calgary going East.....	6,420	469,800	3,600		2,400	482,220
“ “ West.....	167,990	572,400	31,200	2,000	1,200	774,790
Total All-rail, 1907.....	895,590	1,911,600	152,400	3,000	7,200	2,969,790
1908.....	705,130	770,400	26,400	2,000	1,200	1,505,130
Calgary going East.....	14,980	201,600				216,580
“ “ West.....	375,570	554,400	38,400		1,200	969,570
Duluth.....	1,350,340	118,800	70,800	32,000		1,571,940
Total All-rail, 1908.....	2,446,020	1,645,200	135,600	34,000	2,400	4,263,220
1909.....	263,550	1,342,800	14,400	10,000		1,630,750
Calgary going East.....	1,304,100	2,136,600	27,600	21,000	4,800	3,494,100
“ “ West.....	1,043,700	1,558,800	54,000	1,000	7,200	2,664,700
Duluth.....	1,325,100	118,800	70,800	52,000		1,566,700
Total All-rail, 1909.....	3,936,450	5,157,000	166,800	84,000	12,000	9,356,250
1910.....	106,500	1,238,800	26,400		1,000	1,372,700
Calgary going East.....	328,020	566,200	13,200	15,000	4,000	926,420
“ “ West.....	1,292,910	1,844,900	15,800	2,000	8,000	3,163,610
Duluth.....	3,714,720	646,000	223,200	75,000		4,658,920
Total All-rail, 1910.....	5,442,150	4,295,900	278,600	92,000	13,000	10,121,650
1911.....	314,975	1,354,700	51,600			1,721,275
Calgary going East.....	465,475	9,500	27,600	1,000		503,575
“ “ West.....	624,575	2,325,600	96,000	4,000	7,000	3,057,175
Duluth.....	1,244,850	3,800	2,400	37,000		1,288,050
Total All-rail, 1911.....	2,649,875	3,693,600	177,600	42,000	7,000	6,570,075
1912.....	12,249,625	6,663,300	786,000	372,000	10,800	20,081,725
Calgary going East.....	522,450	326,800	60,000	6,000	3,600	918,850
“ “ West.....	981,475	3,744,900	87,600	6,000	7,200	4,827,175
“ “ South.....	1,327,625	2,760,700	166,800	3,000	9,600	4,267,725
Duluth.....	6,930,525	1,423,100	62,400	257,000		8,673,025
Total All-rail, 1912.....	22,011,700	14,918,800	1,162,800	644,000	31,200	38,768,500
1913.....	6,159,250	4,596,150	459,492	1,244,250	4,000	12,463,142
Calgary going East.....	682,875	848,250	219,700	25,200	4,000	1,780,025
“ “ West.....	1,495,125	2,421,900	127,400	1,050	3,000	4,048,475
“ “ South.....	3,331,125	4,590,300	817,700	24,150	*4,000	8,767,275
Duluth.....	3,555,000	323,700	478,400	2,636,500		6,993,600
Total All-rail, 1913.....	15,223,375	12,780,300	2,102,692	3,931,150	15,000	34,052,517
1914.....	2,204,550	2,521,350	1,327,050	19,800	35,000	6,107,750
Calgary going East.....	140,300	454,350	106,650	13,200	2,000	719,500
“ “ West.....	946,450	1,739,400	93,150	1,100	31,000	2,811,100
Duluth.....	2,466,750	735,150	386,100	574,200		4,162,200
Total All-rail, 1914.....	5,758,050	5,450,250	1,912,950	608,300	2,000 69,000	13,800,550

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No. 19.—COMPARATIVE STATEMENT of Canadian Wheat in Transit shipped from the following United States Ports for the Years ended June 30, 1907, 1908, 1909, 1910, 1911, 1912, 1913 and 1914.

Ports.	QUANTITIES.							
	1907	1908	1909	1910	1911	1912	1913	1914
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Baltimore.....	368,285	88,432	465,773	1,801,294	2,200,518	5,317,498	9,152,469	Information not available.
Boston.....	7,716,389	7,687,745	7,420,969	8,012,253	5,158,168	10,512,406	12,833,084	
New York.....	4,077,705	4,333,115	5,100,117	5,911,085	9,565,752	22,566,120	18,130,667	
Philadelphia.....	2,071,776	2,473,284	5,690,749	4,995,553	3,703,191	11,937,070	10,152,457	
Portland.....	4,915,665	5,186,129	4,809,780	6,409,286	3,564,299	5,174,759	6,481,025	
Totals, bushels.	19,149,820	19,768,705	23,487,488	27,129,471	24,192,228	55,507,853	56,749,702	.....

COMPARATIVE STATEMENT of Canadian Flour in Transit shipped from United States Ports for the Years ended June 30, 1907, 1908, 1909, 1910, 1911, 1912, 1913 and 1914.

Ports.	QUANTITIES.							
	1907	1908	1909	1910	1911	1912	1913	1914
	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.
Baltimore.....	3,507	321	9,639	530	11,356	29,033	86,767	Information not available.
Boston.....	56,083	125,308	142,482	244,066	249,232	319,024	352,289	
New York.....	265,131	199,614	275,891	723,573	657,048	660,765	890,145	
Philadelphia.....	29,071	49,884	36,600	61,282	43,271	118,569	159,027	
Portland.....	105,873	130,978	110,588	170,384	184,403	237,129	196,849	
Totals, barrels..	459,665	506,105	575,200	1,199,835	1,145,310	364,520	1,685,077	

QUANTITIES of Canadian Wheat and Wheat Flour in Transit shipped from the following Customs Districts for the Fiscal Year ended June 30, 1914.

Customs Districts.	Wheat Bush.	Wheat flour Bbls.
Maine and New Hampshire.....	9,438,961	200,914
Maryland.....	11,928,664	60,727
Massachusetts.....	14,307,797	232,718
New York.....	23,710,085	929,020
Philadelphia.....	11,728,087	236,338
Virginia.....	717,495	
Totals.....	71,831,089	1,659,717

This replaces the information furnished by the above-named ports for the preceding years.

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No 20—RATES on Grain by Vessel from Fort William and Port Arthur to Montreal, Georgian Bay Ports and Buffalo, for Season of Navigation 1914 (April 24 to December 11, 1914)

Montreal, via Kingston —

WHEAT—Rates opened around 5½c
In June dropped to 4c and remained at this rate until about September, when some freight was worked on basis of 4½c
October and November rates remained around 4c.
Very little storage for Spring delivery.

Montreal via Port Colborne.—

Rates opened 5½c.

Georgian Bay Ports.—

Rates opened at 2c. per bushel Wheat.
Rates dropped to 1¼ c. per bushel June.
From last half June to the end of October rates stayed around 1c.
In November around 1½c. was paid.
Hold cargoes on vessels at Eastern ports until April, 1915, 2½c. per bushel.
Around 2½c. was paid for late November and December loading.

Buffalo.—

WHEAT—Conditions throughout the season same as Georgian Bay.
The average rate from April to November was 1c.
This increased in November to 1½c.
Very little storage business.

RATES of Insurance on Grain by Vessel from Fort William and Port Arthur to Lake Huron, Erie, and Ontario Prts, also Lake Michigan, Green Bay and other U. S. Lake Ports, for the Season of Navigation. (In force from and after April 15, 1914.)

CLASSIFICATION.

	PER \$100 VALUATION.	
	First class.	Second class.
To Lake Erie, Lake Michigan, and Georgian Bay ports. (Average waived)—		
April 15th, A.M., to April 30th, P.M.....	\$0.45	\$0.60
May 1, A.M., to August 31, P.M.....	.30	.40
September 1, A.M., to November 30, midnight.....	.45	.65
To Goderich, Port Huron, Sarnia, and Detroit. (Average waived)—		
April 1, A.M., to April 30, P.M.....	.40	.55
May 1, A.M., to August 31, P.M.....	.25	.35
September 1, A.M., to November 30, midnight.....	.40	.60
To Kingston and Lake Ontario Ports, including Ogdensburg and Prescott. (Average waived.)—		
April 1, A.M., to April 30, P.M.....	.65	.75
May 1, A.M., to August 31, P.M.....	.45	.55
September 1, A.M., to November 30, midnight.....	.60	1.00
To Montreal direct, without transhipment. (Average waived.)—		
April 20, A.M., to October 31, P.M.....	.60	1.10
November 1, A.M., to November 30, P.M.....	.70	1.25

To Montreal, via Kingston ,Prescott, and Ogdensburg, and transhipped—
If transhipped at Kingston, Ogdensburg, or Prescott, and forwarded to Montreal, on Board approved standard barges, add 15 cents to Kingston, Ogdensburg, and Prescott rate.

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From Lake Superior ports to Lake Michigan ports, charge Lake Erie Ports' rates.

From Lake Michigan ports to Lake Michigan ports, charge 50 per cent of Lake Erie Ports' rates.

SUPPLEMENTARY PROVISIONS.

1. Above rates are strictly net to assured.
2. Vessels classing lower than second class, as above, to be declined.
3. Winter storage risk at port of shipment—
Before opening of navigation (and during season of navigation when required).
First and second classes—Two-thirds cent per day.
Storage charges at port of shipment terminate April 15 and trip risk comes into force.
4. Winter storage risk at port of destination—
After close of navigation (and during season of navigation when required).
First and second classes—Two-thirds cent per day per \$100 valuation
5. The above rates do not cover the risk in the elevator, either at port of shipment, port of transshipment, or port of destination.

POST SEASON SAILINGS.

Dec. 1—Dec. 5th, 1 per cent.

Dec. 5th—Dec. 8, $1\frac{1}{4}$ per cent.

Dec. 8—Dec. 10th, $1\frac{1}{2}$ per cent.

No scheduled rates after December 10, and extensions after that date were by special arrangements unpublished.

RATES of Insurance on Grain shipped from the undermentioned Ocean Ports by Liners.

Montreal to Liverpool:

May 1 to August 1, 1914—	20c. per \$100, Value of Cargo.		
Aug. 1 to August 31, 1914—	25c.	“	“
Sept. 1 to Sept. 30, 1914—	28c.	“	“
Oct. 30	1914—30c.	“	“
Nov. 15	1914—44c.	“	“
Nov. 25	1914—50c.	“	“

Halifax to Liverpool:

20c. Per \$100 Whole Year, Value of Cargo.

Saint John to Liverpool:

$22\frac{1}{2}$ c. Per \$100 Whole Year, Value of Cargo.

New York and Boston to Liverpool:

15c. Per \$100 Whole Year, Value of Cargo.

Speaking generally, it may be stated that the marine rates, apart from the war rates, are practically the same as in 1913 for regular line steamers.

Since the outbreak of the war, however, the marine rates have been increased by the addition of the war risk premium which, in the first weeks of the war, was 10 per cent, coming down gradually to 25 cents (or one quarter) per cent.

No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity of same and quantity of each kind of Grain carried by them, for the Season of Navigation 1914; also recapitulation of quantity carried to Canadian and U. S. Ports.

Vessels.	No. of Trips.	Capacity.	QUANTITY CARRIED.								
			Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grain.	Elevator Screenings.	
			Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.	Ton.	Lb.
Arcadian.....	5	110,000	70,947	318,209	208,874				598,030		
Agawa.....	3	205,000	511,176	98,562					609,738		
Alberta.....	21	60,000	570,633	115,164	5,020	45,000			735,817	187,100	315
Ames, A. E.....	9	54,000	93,825	274,956	102,159	77,000			547,940	138,003	
Assiniboia.....	16	70,000	395,279	325,214	9,225	38,500			768,218	190,060	215
Athabasca.....	16	60,000	258,994	192,687	14,726	30,000			496,407	41,440	5
Atikokan.....	14	111,500	1,200,941	457,379					1,658,319		
Beaverton.....	4	100,000	28,023	229,292	80,424	23,509			361,248	307,940	
Bickerdike.....	4	46,000	81,113	78,316	47,000				206,429		
Briton.....	4	110,000	139,221	25,000		291,818			456,039	146,710	
Calgarian.....	4	105,000	256,702		89,004				345,706		
Canadian.....	5	112,000	251,368	167,366	59,558				478,292		
Carleton.....	1	70,000	69,000						69,000		
Clyde.....	1	50,000	24,500						24,500	1,106,400	
Collingwood.....	15	240,000	2,696,952	1,093,730					3,790,683		
Corunna.....	1	48,000	7,082	46,000	11,000				64,082		
Crowe, G. R.....	14	170,000	2,185,454	111,640				350	2,297,444	16,698	
Donnacona.....	5	95,000	119,369	135,109	104,265				358,743		
Doric.....	6	112,000	356,837	77,363	30,000	103,770			567,970	420,000	
Drummond, Thos.-J.....	5	112,000	518,145	47,717					565,863		
Dundee.....	8	110,000	207,023	460,066	27,622	65,625			760,336	30,690	
Dunelm.....	8	110,000	141,900	416,341	60,000				618,241	2,050	
Dwyer, W. H.....	2	100,000	162,447						162,447		
Easton.....	4	97,000	142,000	151,792	97,821				391,613		
Edmonton.....	3	98,000	162,379	125,000					287,379		
Emperor.....	10	345,000	2,954,200	489,512	74,597				3,518,309		
Empress of Ft. William.....	17	120,000	1,366,706	473,675	149,485	59,990			2,049,856	1,412,545	421
Empress of Midland.....	13	125,000	844,787	516,708	3,947	235,689		690	1,601,821	64,910	2,475
Fairmount.....	10	105,000	591,950	228,398					820,348		
Fordonian.....	7	126,000	365,055	191,809	59,971	20,000			636,835	1,779,091	
Franz, W. C.....	5	200,000	885,173	188,753					1,073,926		
Glenellah.....	9	110,000	429,214	290,280	73,000				792,494		
Glenfinnan.....	15	140,000	1,569,094		331,746	100,000			2,000,840	900,000	

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Glenfoyle.....	2	105,000	176,502	57,725	176,502	200,700
Glenlivet.....	6	105,000	561,111	618,836
Glenlyon.....	14	150,000	1,755,352	284,248	34,200	.....	.....	2,073,800	.....	.....	.....
Glenmavis.....	1	105,000	86,000	.....	.....	.....	.....	86,000	.....	.....	.....
Glenmount.....	11	107,000	677,798	246,658	.....	.....	.....	924,456	262,150	.....	.....
Gordon, D. A.....	8	110,000	282,798	434,493	38,663	.....	.....	755,954	.....	.....	.....
Graham, Geo. A.....	14	115,000	872,421	920,231	53,069	.....	.....	1,845,721	811,767	.....	.....
Hagarty, J. H. G.....	9	375,000	3,126,716	63,972	35,000	.....	.....	3,225,688	.....	.....	.....
Hamiltonian.....	5	106,000	208,127	180,895	.....	80,000	.....	469,022	.....	.....	.....
Inland.....	5	97,000	223,721	.....	197,980	.....	.....	421,701	.....	.....	.....
Ionic.....	6	55,000	202,513	80,841	20,000	.....	.....	303,354	716	.....	.....
Iroquois.....	9	125,000	959,397	.....	87,543	.....	.....	1,046,940	.....	.....	.....
Jacques, C. A.....	6	112,000	75,968	380,380	61,938	.....	.....	518,286	386,993	952	330
Kaministiquia.....	4	120,000	367,535	161,509	.....	.....	.....	529,044	.....	.....	.....
Keewatin.....	24	70,000	606,964	219,811	15,707	20,000	.....	862,482	2,792,123	449	1110
Kenora.....	6	110,000	98,202	332,429	65,000	.....	.....	495,631	499,776	670	1910
Kinmount.....	9	112,000	493,232	173,500	59,427	1,367	.....	727,525	1,658,666	225	090
Manitoba.....	16	50,000	225,855	167,304	19,000	46,784	.....	458,943	403,500	119	1970
Mapleton.....	2	110,000	84,951	117,107	.....	.....	.....	202,058	.....	107	1760
Mariska.....	8	120,000	790,377	192,683	.....	.....	.....	983,060	.....	.....	.....
Martian.....	12	205,000	1,876,882	637,400	.....	.....	.....	2,514,282	.....	.....	.....
Matthews, W. D.....	13	215,000	2,440,419	140,000	45,983	.....	.....	2,626,402	.....	.....	.....
McKee, J. A.....	1	120,000	110,788	.....	.....	.....	.....	110,788	.....	.....	.....
McKinstry, A. E.....	1	110,000	.....	135,103	.....	.....	.....	135,103	.....	.....	.....
Meaford.....	6	110,000	157,942	645,924	.....	.....	.....	803,866	3,640	.....	.....
Midland King.....	10	210,000	1,488,887	298,523	286,821	50,000	.....	2,124,231	.....	1,346	1250
Midland Prince.....	9	310,000	2,476,391	125,000	186,000	.....	.....	2,787,391	.....	.....	.....
Midland Queen.....	7	100,000	155,183	390,590	65,896	25,258	.....	636,927	141,058	230	840
Minnekahta.....	1	150,000	45,000	93,268	31,249	.....	.....	169,517	.....	.....	.....
Morden, W. Grant.....	7	450,000	2,825,123	280,000	.....	96,000	.....	3,201,123	.....	.....	.....
Natironco.....	2	50,000	45,000	65,261	.....	.....	.....	110,261	.....	.....	.....
Neebing.....	15	106,000	1,134,840	601,641	.....	.....	.....	1,736,481	.....	.....	.....
Neepawah.....	8	90,000	270,114	176,627	42,000	43,018	.....	531,759	206,929	.....	.....
Nevada.....	1	45,000	47,904	.....	.....	.....	.....	47,904	.....	.....	.....
Newona.....	19	120,000	1,606,986	737,047	59,930	.....	11	2,403,974	.....	199	510
Northmount.....	3	107,000	140,000	125,629	.....	.....	.....	265,629	.....	.....	.....
Osler, E. B.....	15	330,000	4,467,899	.....	239,582	.....	.....	4,707,481	.....	.....	.....
Paipoonge.....	12	120,000	980,046	501,445	88,354	.....	.....	1,569,845	.....	.....	.....
Paliki.....	6	85,000	411,271	102,423	.....	.....	.....	513,694	.....	.....	.....
Pellatt, H. M.....	6	50,000	72,739	238,581	21,578	25,350	.....	358,248	247,590	924	1710
Peck, E. M.....	1	95,000	.....	105,483	.....	.....	.....	105,483	251,560	.....	.....
Plummer, J. H.....	4	54,000	32,000	116,107	62,569	25,000	.....	235,676	.....	.....	.....
Port Colborne.....	1	85,000	82,000	.....	.....	.....	.....	82,000	.....	.....	.....
Port Dalhousie.....	2	100,000	96,318	122,239	.....	.....	.....	218,557	.....	.....	.....
Prince Rupert.....	3	105,000	72,000	244,219	.....	.....	.....	316,219	297,560	.....	.....
Renvoyle.....	2	110,000	116,000	67,718	.....	.....	.....	183,718	.....	.....	.....
Rhodes, Robert R.....	1	80,000	.....	105,929	.....	.....	.....	105,929	.....	.....	.....
Rosedale.....	2	80,000	.....	138,150	48,010	.....	.....	186,160	.....	.....	.....
Rosemount.....	10	84,000	581,254	62,000	.....	.....	.....	643,254	.....	.....	.....
Sarnian.....	13	145,000	1,146,655	743,051	26,128	50,000	.....	1,965,834	246,940	1,505	340
Saskatoon.....	2	95,000	88,509	123,812	.....	.....	.....	212,321	.....	.....	.....

No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity, etc.—Continued.

Vessels.	No. of Trips.	Capacity.	QUANTITY CARRIED.							
			Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grain.	Elevator Screenings.
Scottish Hero.....	21	133,000	2,156,626	671,224	19,808	33,000		2,880,658	1,264,394	
Sinbad.....	1	50,000		6,025				6,025		
Stadacona.....	1	350,000	344,222					344,222		
Stanstead.....	1	45,000			53,633			53,633		
Stormount.....	7	107,000	393,700	123,802	132,029			649,531		
Strathcona.....	6	100,000	178,504	117,302	81,000	43,000		419,806	117,142	
Tagona.....	8	110,000	143,676	394,116	41,783	51,278		630,853	1,055,240	572 030
Taylor, J. Frater.....	7	200,000	1,375,015					1,375,015		2,069 405
Thunder Bay.....	1	125,000								
Toiler.....	3	95,000	210,531	68,585				279,116		
Turret Cape.....	8	111,000	584,203	377,998				962,201	37,410	
Turret Court.....	13	111,000	1,129,774	119,820	50,000			1,299,594	276,260	250
Turret Crown.....	16	111,000	1,135,582	622,999	39,615	69,793		1,867,989		
Val Cartier.....	8	195,000	997,324	919,850	1,663			1,918,837		
Wahcondah.....	6	95,000	32,000	342,649	43,000	43,000		460,649	1,200 000	
Wawatam.....	2	105,000	160,338	38,266				198,604		
Westmount.....	7	106,000	506,652					506,652		
Winona.....	9	120,000	915,032	173,615				1,088,647		
Yorkton.....	2	97,000	116,836	33,578	32,984			183,398		
Total—751 Cargoes in Canadian Vessels	751	12,667,000	64,881,194	22,472,825	4,026,586	1,793,747	1,051 93	93,175,403	19,562,412	17,507 0895

No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity, etc.—Continued.

Vessel.	No. of Trips.	Capacity.	QUANTITY CARRIED.						
			Wheat.	Oats.	Barley.	Flax.	Total.	Elevator Screenings.	
			Bush.	Bush.	Bush.	Bush.	Bush.	Ton.	Lb.
Adams, Cuyler.....	1	300,000	170,000			124,110	294,110		
Albright, John J.....	1	260,000	243,798				243,798		
Ashley, J. S.....	1	350,000	348,656				348,656		
Augustus, A. A.....	1	350,000	346,858				346,858		
Barlum, John J.....	1	335,000	325,000				325,000		
Berry, B. F.....	1	325,000				317,728	317,728		
Boland, John J.....	3	320,000	705,975	244,652			950,627		
Bradley, M. A.....	1	300,000	297,012				297,021		
Bransford.....	1	250,000	190,000				263,394		
Brown, J. J. H.....	1	275,000	209,515	73,394	83,396		292,911		
Cetus.....	1	240,000	2229,165				229,165		
City of Bangor.....	2	235,000	460,359				460,359		
City of Berlin.....	2	110,000	103,640			109,000	212,640		
Constitution.....	1	225,000				246,000	246,000		
Corrigan, James.....	1	375,000	367,000				367,000		
Cuddy, Loftus.....	2	370,000	720,000				720,000		
Curry, S. S.....	1	225,000	174,078			36,837	210,915		
Davidson, James E.....	2	335,000	347,482	183,791		118,000	649,273		
Davidson, Louis R.....	1	365,000	363,000				363,000		
Davock, William B.....	1	255,000	125,000	150,000			275,000		
Dimmick, J. K.....	2	265,000	178,605			277,451	456,056		
Donaldson, John A.....	1	240,000		327,787			327,788		
Dunham, James S.....	1	265,000	265,000				265,000		
Dunn, John (Jr.).....	2	360,000	704,924				704,924		
Durston, J. F.....	1	275,000	258,669				258,669		
Goulder, Harvey D.....	1	370,000	335,000				335,000		
Gratwick, William H.....	1	260,000	184,338			60,308	244,646		
Griffin.....	1	100,000						1,329	720
Hanna, M. A.....	2	250,000	237,747			237,904	475,651		
Hebard, Charles S.....	2	340,000	681,403				681,403		
Hubbard, Charles.....	1	260,000	266,000				266,000		
Hutchinson, J. T.....	1	190,000	183,288				183,288		
Kirby, S. R.....	1	120,000				60,760	60,760		
Kopp, Jacob T.....	3	325,000	854,817		106,174		960,991		
La Salle.....	2	100,000				39,375	39,375		1010
Leonard, Geo. B.....	2	240,000	325,071	61,773	50,000		436,844	2,896	

No. 21. STATEMENT showing List of Canadian Vessels, with capacity, etc.—*Concluded.*

Vessels.	No. of Trips.	Capacity.	QUANTITY CARRIED.						
			Wheat.	Oats.	Barley.	Flax.	Total.	Elevator	Screenings
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Tons.	Lb.
Mack, William Henry.....	1	195,000	140,000			60,000	200,000		
McIntosh, H. P.....	3	350,000	968,945				968,945		
Merida.....	1	190,000						2,853	1690
Miller, P. P.....	1	205,000	198,435				198,435		
Mills, D. D.....	1	375,000	353,192				353,192		
Minch, Philip.....	1	320,000	223,806		101,755		325,561		
Moll, Clifford P.....	1	300,000	289,000				289,000		
Mullen, Martin.....	1	250,000	238,585				238,585		
Normanuk.....	1	270,000	256,000				256,000		
Nyanza.....	1	120,000	107,826				107,826		
Nye, Harold B.....	4	240,000	509,908		109,754	283,805	903,467		
Oliver, Henry W.....	1	265,000	274,946	168,200		104,040	274,946	6,722	615
Omega.....	5	110,000					272,240	1,939	820
Onoko.....	1	125,000							
Owen, John.....	1	115,000					100,000		
Panay.....	1	220,000		317,000			317,000		
Peavey, Frank H.....	3	270,000	266,843	399,285		262,235	928,363		
Ranney, Rufus P.....	4	270,000	535,227		67,000	449,768	1,051,995		
Reed, James H.....	1	280,000	146,500		149,946		296,446		
Rees, W. D.....	2	220,000	288,725			105,011	393,736		
Riddle, J. A.....	1	375,000	357,493				357,493		
Rogers, William A.....	1	365,000				351,823	351,823		
Sagamore.....	1	200,000				199,000	199,000		
Saxona.....	2	255,000	183,227			298,319	481,546		
Sellwood, Joseph.....	4	360,000	1,281,309			120,000	1,401,309		
Senator.....	1	225,000	224,127				224,127		
Sinaloa.....	2	255,000	113,665				475,023		
Smith, Monroe C.....	2	240,000	127,679		167,528		459,253		
Smith, Wilbert L.....	1	240,000					212,382		
Steinbrenner, Henry.....	2	250,000	246,232	77,643		185,700	509,575		
Stewart, A. G.....	1	215,000	208,000				208,000		
Stone, Amasa.....	1	360,000				352,176	352,176		
Taylor, Moses.....	2	250,000	494,919				494,919		
Thompson, Alexis W.....	1	340,000	318,683				318,683		
Truesdale, Wm. H.....	2	270,000	327,880		161,041	75,000	563,921		
Upson, Andrew S.....	1	240,000		106,350	73,001	57,500	236,851		

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Upson, J. E.....	2	340,000	443,148	289,706	732,854
Utley, G. H.....	1	355,000	334,000	334,000
Vulcan.....	10	95,000	140,046	16,354	915
Wallace, E. L.....	1	270,000	262,400	.....	.....	.....	262,400	.....	.....
Walters, Thomas.....	1	400,000	384,466	.....	.....	.....	384,466	.....	.....
Warner, Chas. M.....	1	220,000	210,164	.....	.....	.....	210,164	.....	.....
Watson, C. W.....	2	240,000	394,310	.....	.....	60,000	454,310	.....	.....
Weston, Charles.....	1	385,000	.....	589,086	.....	.....	589,086	.....	.....
Wickwire, Theo. H.....	1	310,000	298,000	.....	.....	.....	298,000	.....	.....
Wickwire, Theo. H. (Jr.).....	1	350,000	347,314	.....	.....	.....	347,314	.....	.....
Widlar, Francis.....	1	260,000	127,500	187,000	.....	.....	314,500	.....	.....
Wilkinson, Horace S.....	1	220,000	128,000	126,685	.....	.....	254,685	.....	.....
Wisconsin.....	1	265,000	125,811	187,742	.....	.....	313,553	.....	.....
Wolf, William H.....	2	355,000	592,231	.....	.....	.....	592,231	.....	.....
Yates, Harry.....	1	360,000	356,971	.....	.....	.....	356,971	.....	.....
Yosemite.....	1	220,000	.....	.....	.....	208,225	208,225	.....	.....
Total, 138 Cargoes in United States vessels.....	138	23,535,000	22,886,876	3,490,095	1,069,595	5,777,907	33,224,473	32,095	1770

No. 22.—REPUTED Acreage under Crop in the Provinces of Manitoba, Saskatchewan and Alberta, for the Years 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913 and 1914.

Crops of	WHEAT—ACRES.			OATS—ACRES.			BARLEY—ACRES.		
	Northwest Territories.		Totals.	Northwest Territories.		Totals.	Northwest Territories.		Totals.
	Manitoba.	Sas-katche-wan. | Alberta.		Manitoba.	Sas-katche-wan. | Alberta.		Manitoba.	Sas-katche-wan. | Alberta.	
1900	1,457,396	412,864	1,870,260	429,108	175,439	604,547	155,111	17,044	172,155
1901	2,011,835	504,697	2,516,532	689,951	229,439	919,390	191,009	24,702	215,711
1902	2,039,940	625,758	2,665,698	725,060	310,367	1,035,427	329,990	36,445	366,435
1903	2,442,873	837,234	3,280,107	855,431	440,662	1,296,093	326,537	69,667	396,204
1904	2,369,118	965,549	3,334,667	943,574	523,634	1,467,208	361,004	86,154	447,158
1905	2,643,588	1,130,084	3,881,199	1,031,239	449,936	1,723,976	432,298	32,946	529,774
1906	3,141,537	1,730,586	5,049,250	1,155,961	639,893	2,131,582	474,242	53,565	601,395
1907	2,789,553	2,047,724	5,405,177	1,213,596	801,810	2,322,499	649,570	79,339	783,607
1908	2,850,640	3,703,563	6,813,020	1,216,632	1,772,976	2,390,310	658,441	229,574	961,101
1909	2,642,111	4,085,000	7,057,111	1,373,683	2,240,000	4,113,683	601,008	244,000	945,008
1910	2,962,187	4,664,834	8,219,981	1,486,436	2,082,607	4,061,632	624,644	234,394	949,939
1911	3,339,072	5,232,248	10,188,219	1,628,562	2,192,806	4,999,778	759,977	244,993	1,161,388
1912	2,653,100	4,891,500	8,961,800	1,269,000	2,285,600	4,913,900	454,600	180,300	809,800
1913	2,804,000	5,720,000	10,036,000	1,398,000	2,755,000	5,792,000	496,000	332,000	1,025,000
1914	2,616,000	5,348,300	9,335,400	1,331,000	2,520,000	5,353,000	468,000	290,000	936,000

No. 22.—REPUTED Acreage under Crop in the Provinces of Manitoba, Saskatchewan and Alberta, for the Years 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913 and 1914.

Crops of	FLAX—ACRES.			TOTAL—ACREAGE.		
	Manitoba.	Northwest Territories.		Manitoba.	Northwest Territories.	
		Sas-katche-wan.	Alberta.		Sas-katche-wan.	Alberta.
			Totals.			Totals.
*1900	10,000		10,000	2,051,615	605,347	2,656,962
1901	20,979		20,979	2,913,774	758,838	3,672,612
1902	41,200	17,067	58,267	3,136,190	989,637	4,125,827
1903	55,900	32,431	88,331	3,680,741	1,379,994	5,060,735
1904	35,428	16,264	51,692	3,752,241	1,591,601	5,343,842
1905	24,770	25,315	50,085	4,131,895	1,638,281	5,770,176
1906	18,790	76,005	94,795	4,790,530	2,500,049	7,290,579
1907	25,915	123,528	149,443	4,678,634	3,057,401	7,736,035
1908	50,187	264,728	314,915	4,775,900	5,970,841	10,746,741
1909	‡25,096	319,100	*11,200	4,641,898	6,888,100	11,530,000
	Rye 6,361	Rye 1,522				
1910	Peas 2,247	15,271	462,633	5,122,877	7,378,065	12,500,942
	41,002	Rye 20,659				
1911	85,836	932,408	1,138,732	5,819,614	8,602,455	14,422,069
	Rye 6,167					
		Rye 21,000				
1912	94,000	1,463,000	1,689,400	4,470,700	8,820,400	13,291,100
	Rye 5,000	Rye 3,000	Rye 24,000			
1913	54,000	1,386,000	1,545,000	4,757,000	10,196,000	14,953,000
	Rye 5,000	Rye 2,600	Rye 16,400			
1914	40,000	958,000	1,078,000	4,460,000	9,118,900	13,578,900

NOTE.—Previous to 1905, the province of Saskatchewan and Alberta were grouped as the Northwest Territories.

‡591 and 151 acres of this is rye and speltz, respectively.

*1,000 and 500 acres of this is rye and speltz, respectively, Alberta. ‡3,007 and 1,454 acres of this is rye and peas, respectively, Manitoba.

No. 23.—STATEMENT showing the estimated average yield per acre of the various grains grown in the Provinces of Manitoba, Saskatchewan and Alberta, for the years 1898 to 1914.

Years.	YIELD PER ACRE.—WHEAT.			YIELD PER ACRE.—OATS.			YIELD PER ACRE.—BARLEY.			YIELD PER ACRE.—FLAX.		
	Manitoba.	Alberta.		Manitoba.	Saskatchewan.	Alberta.	Manitoba.	Saskatchewan.	Alberta.	Manitoba.	Saskatchewan.	Alberta.
		Saskatchewan.										
			Spring.									
			Winter.									
1898.	17.41	17.30	25.27	35.02	23.95	44.50	29.17	21.81	32.00	14.00		
1899.	17.13	18.49	23.47	38.30	30.17	42.16	29.40	20.97	26.80	14.00		
1900.	8.90	9.00	19.22	20.50	17.68	33.82	18.90	18.16	25.37	8.40		
1901.	25.10	25.41	24.58	40.20	44.76	40.68	34.20	31.48	32.81	12.00		
1902.	26.00	22.57	18.86	47.50	30.93	31.74	35.90	20.91	21.31	12.70	9.80	12.00
1903.	16.42	19.44	18.65	38.62	32.71	31.95	26.66	24.94	25.51	10.50	9.20	9.34
1904.	16.52	17.51	16.58	38.80	31.04	31.04	30.54	24.27	26.12	13.10	10.45	13.63
1905.	21.07	23.09	21.46	42.60	42.70	39.18	32.50	27.11	27.36	13.20	15.73	14.34
1906.	19.49	21.40	23.07	45.85	37.45	39.12	26.96	24.57	29.32	14.60	9.35	10.65
1907.	14.22	13.52	18.25	34.80	29.09	30.11	25.70	17.02	19.78	12.25	10.62	7.87
1908.	17.28	13.68	18.81	36.80	27.29	36.93	27.54	17.28	25.03	11.80	9.78	7.96
1909.	17.33	22.10	25.00	37.10	47.10	40.00	27.21	32.10	25.00	12.29	13.90	.81
1910.	13.47	15.58	12.61	28.70	30.40	24.64	20.75	24.58	20.78	9.97	7.68	3.02
1911.	18.29	18.50	20.75	45.30	45.00	41.21	31.50	28.00	29.41	14.00	11.13	9.30
1912.	22.20	19.18	21.54	42.40	45.99	46.30	32.92	32.87	33.05	12.49	12.91	12.83
1913.	19.02	21.25	23.00	40.60	41.42	43.65	28.84	31.39	32.15	11.70	11.24	11.00
1914.	14.84	13.74	21.30	28.25	24.53	38.00	21.00	16.90	27.00	8.44	6.40	7.67

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No. 24.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.

Years.	WHEAT—ACRES.						OATS—ACRES.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	1,445,545		26,867			1,472,412	2,398,834		178,992			2,577,826
1901	1,269,635	133,764	26,010	16,327		1,445,736	2,408,464	1,349,384	184,114	90,924		4,032,886
1902	1,051,707		22,602			1,074,309	2,500,758		171,913			2,672,671
1903	913,546		21,544			935,090	2,638,665		176,909			2,815,574
1904	833,485		20,410			853,895	2,654,936		178,074			2,833,010
1905	986,329		20,684			1,007,013	2,668,416		187,146			2,855,562
1906	959,032		20,824			979,856	2,716,711		194,647			2,911,358
1907	820,678	107,698	20,601	20,419	35,847	1,005,243	2,932,509	1,483,163	194,211	128,779	174,930	4,913,592
1908	821,766	105,500	17,579	20,600	27,600	993,045	2,774,259	1,542,500	191,865	135,000	150,100	4,793,724
1909	798,536	100,500	14,447	20,600	26,100	960,183	2,695,585	1,574,100	194,815	138,000	184,000	4,786,500
1910	872,792	99,400	13,988	21,630		1,007,810	2,757,933	1,649,600	196,795	144,900		4,749,228
1911	971,203	71,086	13,226	9,917		1,065,432	2,699,230	1,430,677	198,120	84,499		4,412,526
1912	671,000	63,100	12,400	12,800	30,700	790,000	2,637,000	1,170,400	186,000	97,600	177,000	4,268,000
1913	850,000	58,000	13,000	13,000	32,000	966,000	2,814,000	1,303,000	195,000	101,500	180,000	4,593,500
1914	834,000	55,000	12,600	12,000	32,000	945,600	2,840,000	1,327,000	200,000	101,800	183,000	4,651,800

No. 24.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.—Continued.

Years.	BARLEY—ACRES.						PEAS—ACRES.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	557,810		5,053			562,863	661,592					661,592
1901	637,201	104,017	4,396	7,679		753,293	602,724	77,960		148		680,832
1902	661,622		4,235			665,857	532,639					532,639
1903	709,839		4,113			713,952	407,133					407,133
1904	772,434		3,906			776,340	339,260					339,260
1905	772,633		4,104			776,737	374,518					374,518
1906	756,163		4,277			760,440	410,356					410,356
1907	766,891	112,979	4,094	10,234	5,497	899,695	340,977	55,817		1,635	636	399,065
1908	734,029	109,600	3,416	9,700	5,900	862,645	396,642	51,900		1,500	600	450,642
1909	695,262	108,400	10,600		5,900	820,162	381,609	46,400		1,500	600	430,109
1910	626,144	104,000		10,900		741,044	403,414	44,000		11,500		458,914
1911	616,977	106,010		6,361		729,348	304,491	33,048		195		337,734
1912	500,000	91,300	2,500	5,600	4,400	603,800	220,000	29,000	560	190	70	249,820
1913	385,000	89,000	2,500	5,000	4,000	585,500	190,000	26,000	500	200	80	216,780
1914	461,000	85,000	2,400	4,800	3,800	557,000	179,000	24,000	460	190	80	203,730

No. 24—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years—*Continued.*

Years.	Rye—Acres.						Corn—Acres.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	142,213					142,213	330,772					330,772
1901	158,236	19,530		1,015		178,781	323,923		55,815	1,757		381,495
1902	189,318					189,318	371,959					371,959
1903	179,277					179,277	378,924					378,924
1904	130,702					130,702	339,882					339,882
1905	101,292					101,292	295,005					295,005
1906	79,870					79,870	470,252					470,252
1907	69,745	22,005		845	49	92,644	544,288			2,055	1,016	547,359
1908	87,908	20,200				108,108	533,443	33,600				567,043
1909	94,661	19,000				113,661	322,789	32,200				354,989
1910	95,397	17,700				113,097	320,519	29,099				349,618
1911	98,652	20,440		963		120,055	308,350	25,273				333,623
1912	95,000	19,200		910		115,110	272,700	21,000		150		292,850
1913	85,000	10,000		300		95,300	260,000	18,000	40	100		278,140
1914	78,000	9,000		280		87,280	239,000	17,000				256,000

No. 24.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.—*Concluded.*

Years.	BUCKWHEAT—ACRES.						TOTAL—ACRES.							
	Ontario.		Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.		Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	102,570			69,165			171,735	5,659,336			280,077			5,939,413
1901	88,266	102,602		70,114	9,345		270,327	5,488,449	1,843,072		284,634	127,195		7,743,350
1902	93,324			63,022			156,346	5,308,003			261,772			5,569,775
1903	95,487			61,495			156,982	5,322,871			264,061			5,586,932
1904	100,608			61,574			162,182	5,161,307			263,964			5,425,271
1905	101,591			60,565			162,156	5,198,193			272,499			5,470,692
1906	106,444			57,588			164,032	5,498,828			277,336			5,776,164
1907	113,039	1,248		58,262	18,657	4,294	195,500	5,588,127	1,782,910		277,168	182,624	222,269	8,053,098
1908	140,605	91,400		58,444	18,000	3,900	312,349	5,488,652	1,954,700		271,304	184,800	188,100	8,087,556
1909	176,630	70,600		56,735	18,000	3,840	325,805	5,165,072	1,951,200		265,997	188,700	220,400	7,791,369
1910	194,913	69,456		56,305	18,000		338,674	5,271,112	2,013,255		267,088	206,930		7,758,385
1911	189,039	110,609		55,979	7,904		363,531	5,187,942	1,797,143		267,325	109,839		7,362,249
1912	201,700	114,600		60,500	7,500	2,700	387,000	4,596,400	1,508,600		261,960	124,750	214,870	6,706,580
1913	193,000	110,000		64,000	11,000	2,700	380,700	4,877,000	1,614,000		275,040	131,100	218,780	7,115,920
1914	176,000	102,000		63,800	10,000	2,600	354,400	4,807,000	1,619,000		279,260	129,070	221,480	7,055,810

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No. 25.—STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1914.

Years.	WHEAT.						OATS.				
	Ontario.		Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
	Fall.	Spring.									
1898.....	24.00	17.70					36.60				
1899.....	13.30	17.70					38.00				
1900.....	21.90	18.40					37.40				
1901.....	17.50	15.40					32.50				
1902.....	27.00	20.00		20.00			42.60		30.80		
1903.....	25.90	18.70		21.10			41.60		23.70		
1904.....	15.10	15.40		17.60			38.50			28.90	
1905.....	22.50	18.80		19.60			39.60		29.30		
1906.....	23.90	19.00		19.50			39.90		29.20		
1907.....	23.00	17.10		19.90			28.50		29.50		
1908.....	24.20	15.50	13.50	16.60	20.00		34.80	23.00	28.10	30.00	
1909.....	24.10	16.50	16.71	18.50	20.00		33.50	27.00	29.10	30.00	
1910.....	26.70	19.30	18.38	19.00	25.00		37.00	29.66	29.70	38.00	
1911.....	21.40	17.20	17.73	19.20	21.60		31.40	26.22	30.10	29.24	
1912.....	20.63	18.77	16.17	18.11	20.19	18.39	34.85	25.86	28.81	32.53	40.77
1913.....	23.91	19.66	18.71	20.72	20.50	19.62	37.37	29.95	30.49	32.42	34.13
1914.....	21.51	18.80	18.00	18.57	21.87	25.28	35.00	31.74	32.44	34.00	41.51

No. 25. STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1914. — *Continued.*

Years.	BARLEY.					CORN.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.	28.90					70.90				
1899.	30.20					65.00				
1900.	29.30					81.90				
1901.	26.30					76.70				
1902.	33.10		25.10			55.10				
1903.	34.30		25.10			77.30				
1904.	31.80		22.70			61.40				
1905.	31.40		23.50			70.90				
1906.	33.40		23.20			82.90				
1907.	28.30		23.50			64.70				
1908.	28.50	19.80	22.20	23.00		78.80	33.50			
1909.	27.00	24.02		23.00		70.10	32.50			
1910.	30.50	24.49		29.00		77.70		29.54		
1911.	26.30	22.76		25.77		71.10	30.32			
1912.	29.49	23.69	27.42	27.22	32.04	59.06	24.47		58.50	
1913.	30.08	25.43	29.64	26.89	27.73	62.24	32.58	38.50	27.50	
1914.	30.34	26.60	26.81	28.72	31.25	56.11	30.24			

No. 25.—STATEMENT showing the Estimated average yield per acre of the grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1914.—*Concluded.*

Years.	Rye.					PEAS.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.	16.20					15.60				
1899.	16.60					20.40				
1900.	16.60					21.20				
1901.	16.10					16.70				
1902.	18.15					14.40				
1903.	16.60					21.90				
1904.	15.30					19.50				
1905.	16.90					19.00				
1906.	16.60					18.00				
1907.	15.50					21.60				
1908.	16.50	16.10				18.70	13.00		19.00	
1909.	16.60	17.60				20.00	16.20		24.00	
1910.	17.00	17.40				14.90	16.57		21.00	
1911.	15.80	15.72				14.70	15.91		22.40	
1912.	18.38	15.44		16.00		14.95	15.11	16.14	25.50	22.33
1913.	18.43	15.60		16.40		18.06	17.34	21.30	33.25	20.25
1914.	17.19	17.30		17.67		16.00	18.00	20.70	22.23	40.00

No. 25. STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1914. — *Concluded.*

Years.	BUCKWHEAT.					FLAX.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.	15.80									
1899.	16.70									
1900.	18.30									
1901.	19.90									
1902.	20.50		23.80							
1903.	21.50		23.10							
1904.	20.50		20.40							
1905.	21.70		19.10							
1906.	16.80		20.40							
1907.	22.50		24.90							
1908.	23.60	23.10	23.40	31.00						
1909.	24.20	28.08	24.70	26.00						
1910.	24.10	26.65	24.60	27.00						
1911.	20.40	22.57	20.90	21.81						
1912.	26.74	26.44	24.36	26.27	36.83		9.66			
1913.	19.11	23.27	27.85	25.21	24.00	23.38	10.48			
1914.	23.40	24.28	26.43	25.94	32.91	15.76	11.70			

No. 26.—ESTIMATED Grain Production in Canada.

NOTE—F—Fall; S—Spring; W—Winter

Province.		Wheat.	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat	Totals.
1900.									
Ontario		{ F. 23,369,737 S. 6,940,333 }	Bush. 89,693,327	Bush. 16,909,751	Bush.	Bush. 2,357,635	Bush. 14,058,198	Bush. 1,874,261	Bush. 155,203,242
New Brunswick		504,301	5,281,690	120,222	...	...	...	1,527,610	7,433,823
Manitoba		13,025,252	8,814,312	2,939,477	164,313	25,792	9,048	...	24,978,194
N. W. Territories		4,028,294	4,226,152	353,216	...	...	...	...	8,607,662
Totals		47,867,917	108,015,481	20,322,666	164,313	2,383,427	14,067,246	3,401,871	196,222,921
1901.									
Ontario		{ F. 16,017,029 S. 5,498,751 }	78,334,490	16,761,076	...	2,547,313	10,089,173	1,577,071	131,004,903
New Brunswick		478,886	4,944,992	99,540	...	...	...	...	5,523,418
Manitoba		50,011,835	27,796,588	6,536,155	266,420	62,261	16,349	...	84,689,608
N. W. Territories		12,808,447	11,113,066	795,100	195,100	...	...	...	24,911,713
Totals		84,814,948	122,189,136	24,191,871	461,520	2,609,574	10,105,522	1,757,071	246,129,642
1902.									
Ontario		{ F. 20,233,669 S. 6,048,024 }	106,431,439	21,890,602	...	3,509,332	7,664,679	1,911,683	167,689,428
New Brunswick		453,640	5,313,349	106,701	...	...	...	1,501,731	7,375,421
Manitoba		53,077,267	34,478,160	11,848,422	564,440	49,900	34,154	...	100,052,343
N. W. Territories		13,956,850	10,661,295	870,417	170,670	...	...	...	25,659,232
Totals		93,769,450	156,884,243	34,716,141	735,110	3,559,232	7,698,833	3,413,414	300,776,424
1903.									
Ontario		{ F. 17,242,763 S. 4,650,707 }	110,228,103	24,378,817	...	2,970,768	8,924,650	2,049,169	170,444,977
New Brunswick		456,235	5,791,607	105,117	...	...	...	1,424,728	7,777,687
Manitoba		40,116,348	33,035,744	8,707,252	586,950	88,182	41,483	...	82,575,959
N. W. Territories		16,029,149	14,179,705	1,842,284	292,852	...	...	...	32,343,990
Totals		78,495,202	163,235,159	35,033,470	879,802	3,058,950	8,966,133	3,473,897	293,142,613

No. 26.—ESTIMATED Grain Production in Canada.—Continued.

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Pears.	Buckwheat.	Totals.
1904.								
Ontario.	Bush. (F. 9,160,623) (S. 3,471,103)	Bush. 102,173,443	Bush. 24,567,825	Bush.	Bush. 2,001,826	Bush. 6,629,866	Bush. 2,066,234	Bush. 150,070,920
New Brunswick.	359,545	5,153,262	88,772					6,863,629
Manitoba.	39,162,458	36,289,979	11,177,970	464,106	125,850		1,262,050	87,220,373
N. W. Territories.	16,875,537	16,365,846	2,206,577	171,437				35,619,397
Totals.	69,029,266	159,982,530	38,041,144	635,543	2,127,686	6,629,866	3,328,284	279,774,319
1905.								
Ontario.	(F. 17,933,961) (S. 3,582,627)	105,563,572	24,265,394		1,714,951	7,100,021	2,199,652	162,360,178
New Brunswick.	404,897	5,486,528	96,809					7,145,471
Manitoba.	55,761,416	45,484,025	14,064,175	326,964	173,075	53,706	1,157,237	115,863,361
Saskatchewan.	26,107,286	19,213,055	893,396	398,399				46,612,136
Alberta.	2,306,524	9,514,180	1,773,914	8,337				13,602,955
Totals.	106,096,711	185,261,360	41,093,688	733,700	1,888,026	7,153,727	3,356,889	345,584,101
1906.								
Ontario.	(F. 18,841,774) (S. 3,267,000)	108,341,455	25,253,011	*23,988,682	1,327,582	7,388,987	1,792,903	190,201,394
New Brunswick.	406,853	5,695,580	99,355					7,381,786
Nova Scotia.	200,000	2,100,000	150,000		14,000			2,464,000
Manitoba.	61,250,413	50,692,977	17,532,553	274,330	100,680	67,301		129,918,254
Saskatchewan.	37,040,098	23,965,528	1,316,415	710,689		†19,480		63,052,210
Alberta.	(W. 1,301,359) (S. 2,664,661)	13,136,913	2,157,957	38,491	22,462	†11,423		19,333,266
British Columbia.	533,333	1,529,411	625,000					2,687,744
Totals.	125,505,491	205,461,864	47,134,291	*23,988,682 1,023,510	1,464,724	†30,903 7,456,288	2,972,901	415,038,654
1907.								
Ontario.	(F. 15,545,491) (S. 2,473,651)	83,524,301	21,718,332	*22,247,931	1,081,706	7,365,036	2,546,468	156,502,916
New Brunswick.	410,714	5,748,134	96,558					7,707,317
Nova Scotia.	336,318	4,105,580	283,646		14,088		1,451,911	4,739,632

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Quebec.....	{F. S.}	47,563 1,692,164 582,450	41,327,762	2,885,347	340,000	1,017,223	2,811,810	50,121,869
Prince Edward Island.....			6,313,872	172,371	.....	939	9,088	141,194	7,219,914
Totals, Eastern Provinces.....		21,088,351	141,019,649	25,156,254	*22,247,931	1,436,733	8,391,347	6,951,383	226,291,648
Manitoba.....		39,688,266	42,140,745	16,752,724	317,347	83,682	27,521	.....	99,010,285
Saskatchewan.....		27,691,601	23,324,903	1,350,265	1,364,716	.....	.....	.....	53,731,485
Alberta.....	{W. S.}	1,932,925 2,261,610 442,000	9,247,914	1,082,460	50,002	10,595	†3,346	.....	14,588,852
British Columbia.....			1,730,000	88,560	.....	21,600	.....	.....	2,282,160
Totals, Western Provinces.....		72,016,402	76,443,562	19,274,009	1,732,065	115,877	{ *3,346 27,521	.....	169,612,782
Grand Totals.....		93,104,753	217,463,211	44,430,263	{*22,247,931 1,732,065	1,552,610	{ †3,346 8,418,868	6,951,383	395,904,430
1908.									
Ontario.....	{F. S.}	16,430,476 2,197,716	96,626,419	20,888,569	*23,601,122	1,453,616	7,401,336	3,323,668	171,922,922
New Brunswick.....		292,491	5,396,273	75,915	.....	.....	.....	1,372,072	7,136,751
Nova Scotia.....		412,000	4,050,000	223,100	.....	.....	28,500	558,000	5,271,600
Quebec.....		1,424,000	35,478,000	2,170,000	*1,126,000	325,000	675,000	2,111,000	43,309,000
Prince Edward Island.....		425,000	6,124,000	248,000	.....	.....	14,000	129,000	6,940,000
Totals, Eastern Provinces.....		21,181,683	147,674,692	23,605,584	*24,727,122	1,778,616	8,118,836	7,493,740	234,580,273
Manitoba.....		49,252,539	44,686,043	18,135,757	502,206	334,609	147,033	.....	113,058,187
Saskatchewan.....		50,654,629	48,379,838	3,965,724	2,589,352	55,008	.....	†90,713	105,735,264
Alberta.....	{S W.}	4,001,503 3,093,422 464,100	15,922,974	1,949,164	73,762	22,625	.....	†9,697	25,073,147
British Columbia.....			1,816,500	93,000	.....	22,700	.....	.....	2,396,300
Totals, Western Provinces.....		107,466,193	110,805,355	24,143,645	3,165,320	434,942	147,033	†100,410	246,262,898
Grand Totals.....		128,647,876	258,480,047	47,749,229	*24,727,122 3,165,320	2,213,558	8,265,869	†100,140 7,493,740	480,843,171
1909.									
Ontario.....	{F. S.}	15,967,653 2,223,567	90,235,579	18,776,777	*22,619,690	1,573,921	7,613,656	4,280,790	163,291,633
New Brunswick.....		268,079	5,682,338	70,000	.....	.....	.....	1,405,775	7,426,192
Nova Scotia.....		412,000	4,140,000	243,800	.....	.....	36,000	468,000	5,299,800
Quebec.....		1,679,000	42,501,000	2,604,000	*1,047,000	335,000	752,000	1,982,000	50,900,000
Prince Edward Island.....		537,000	7,246,000	275,000	.....	.....	19,000	130,000	8,207,000
Totals, Eastern Provinces.....		21,087,299	149,804,91777	21,969,5	*23,666,690	1,908,921	8,420,656	8,266,565	235,124,625

No. 26.—ESTIMATED Grain Production in Canada.—Continued.

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat.	Totals.
1909.—Concluded.								
Manitoba.....	Bush. 45,774,707	Bush. 50,983,056	Bush. 16,416,634	Bush. 253,636	Bush. 50,891	Bush. 25,527	Bush.	Bush. 113,504,451
Saskatchewan.....	90,215,000	105,465,000	7,833,000	4,448,700	.....	.....	.....	207,961,700
Alberta.....	{S. 6,250,000 W. 2,000,000 460,524}	{ 20,000,000 2,162,350}	2,500,000	82,450	18,000	11,500	.....	30,861,950
British Columbia.....	.....	.....	91,474	.....	.....	.....	.....	2,714,348
Totals, Western Provinces.....	144,700,231	178,610,406	26,841,108	4,784,786	68,891	37,027	.....	355,042,449
Grand Totals.....	165,787,530	328,415,323	48,810,685	{ 4,784,786 *23,666,690}	1,977,812	8,457,683	8,266,565	590,167,074
1910.								
Ontario.....	{F. 19,837,172 S. 2,489,833}	{ 102,084,924}	19,103,107	*24,900,386	1,620,333	6,016,003	4,693,881	180,745,639
New Brunswick.....	265,848	5,847,877	.....	.....	.....	.....	1,390,717	7,504,442
Nova Scotia.....	534,255	5,550,200	316,000	.....	.....	31,500	486,000	6,917,955
Quebec.....	1,827,000	48,927,000	2,547,000	*860,000	308,000	729,000	1,851,000	57,049,000
Prince Edward Island.....	550,000	6,250,000	225,000	.....	.....	12,000	115,000	7,152,000
Totals, Eastern Provinces.....	25,504,108	168,660,001	22,191,107	*25,760,386	1,928,333	6,788,503	8,536,598	259,369,036
Manitoba.....	39,916,391	42,647,766	12,960,038	410,928	100,388	33,004	.....	96,068,515
Saskatchewan.....	72,666,399	63,315,295	5,859,018	3,044,138	.....	.....	.....	144,884,850
Alberta.....	{S. 5,697,956 W. 2,206,564}	{ 12,158,530}	1,889,509	46,155	28,306	.....	.....	22,027,020
Totals Western Provinces.....	120,487,310	118,121,591	20,708,565	3,501,221	128,694	33,004	.....	262,980,385
Grand Totals.....	145,991,418	286,781,592	42,899,672	29,261,607	2,057,027	6,821,507	8,536,598	522,349,421
1911.								
Ontario.....	{F. 17,926,586 S. 2,295,534}	{ 84,829,232}	16,248,129	21,913,290*	1,562,971	4,462,182	3,852,231	153,090,155
New Brunswick.....	254,771	5,970,435	.....	.....	.....	.....	1,173,147	7,398,353
Nova Scotia.....	208,800	2,471,000	164,000	.....	15,400	4,600	172,400	3,036,200
Quebec.....	1,260,000	37,512,000	2,413,000	*766,000	321,000	526,000	2,496,000	45,294,000
Prince Edward Island.....	500,000	4,650,000	175,000	.....	.....	10,000	110,000	5,445,000
Totals Eastern Provinces.....	22,445,691	135,432,667	19,000,129	22,679,290	1,899,371	5,002,782	7,803,778	214,263,708

Manitoba.....	{S. F.	60,842,636 216,150	73,786,683	23,999,239	1,205,727	136,067	45,985	160,232,487
Saskatchewan.....		96,796,588	98,676,270	6,859,804	10,377,701			212,710,363
Alberta.....	{S. F.	28,132,000 8,011,000	56,964,000	4,151,000	973,000	564,000		98,795,000
British Columbia.....		381,876	1,904,333	79,243	40	4,990		2,370,482
Total, Western Provinces.....		194,380,250	231,331,286	35,089,286	12,556,468	705,057	45,985	474,108,332
Grand Totals.....		216,825,941	366,763,953	54,089,415	35,235,758	2,604,428	5,048,767	688,372,040
1912.								
Ontario.....	{F. S.	11,573,000 2,065,000	91,899,000	14,745,000	135,000	1,746,000	3,289,000	*130,845,000
New Brunswick.....		225,000	5,359,000	69,000			9,000	7,136,000
Nova Scotia.....		258,000	3,175,000	152,000		15,000	4,900	3,801,900
Quebec.....		1,020,000	30,267,000	2,163,000	12,500	296,000	438,000	*37,226,500
Prince Edward Island.....		565,000	7,216,000	141,000			1,600	8,022,600
Totals, Eastern Provinces.....		15,706,000	137,916,000	17,270,000	147,500	2,057,000	3,742,500	187,032,000
Manitoba.....	{S. W.	58,899,000 1,143,000	53,806,000	14,965,000	1,174,000			128,844,000
Saskatchewan.....		92,706,000	105,115,000	5,926,000	18,931,000			223,821,000
Alberta.....	{S. W.	27,059,000 3,515,000	62,936,000	5,780,000	1,429,000	537,000		101,256,000
British Columbia.....	{F. S.	96,000 112,000	1,960,000	73,000			31,000	2,272,000
Totals, Western Provinces.....		183,530,000	223,817,000	26,744,000	21,534,000	537,000	31,000	456,193,000
Grand Totals.....		199,236,000	361,733,000	44,014,000	21,681,500	2,594,000	3,773,500	643,225,000
1913.								
Ontario.....	{S. F.	17,669,000 2,182,000	105,159,000	14,589,000	164,000	1,567,000	3,431,000	164,631,000
New Brunswick.....		269,000	5,946,000	74,000			11,000	8,082,000
Nova Scotia.....		267,000	3,291,000	134,000		8,000	6,700	3,983,700
Quebec.....		1,054,000	39,025,000	2,263,000	9,000	156,000	451,000	45,518,000
Prince Edward Island.....		628,000	6,143,000	111,000			1,600	6,948,600
Totals, Eastern Provinces.....		22,069,000	159,564,000	17,171,000	16,182,000	1,731,000	3,901,300	229,163,300

No. 26.—ESTIMATED Grain Production in Canada.—*Concluded.*

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat.	Totals.
1911— <i>Concluded.</i>								
Manitoba.....	Bush. 388,000	Bush. 56,759,000	Bush. 14,305,000	Bush. 632,000	Bush. 103,000	Bush.	Bush.	Bush. 125,130,000
Saskatchewan.....	{ F. 52,943,000 S. 121,559,000 }	114,112,000	10,421,000	15,579,000	68,000	7,000		261,746,000
Alberta.....	{ F. 4,242,000 S. 30,130,000 }	71,542,000	6,334,000	1,155,000	398,000	8,500		113,809,500
British Columbia.....	386,000	2,692,000	88,000			35,000		3,201,000
Totals, Western Provinces.....	209,648,000	245,105,000	31,148,000	17,366,000	569,000	50,500		503,886,500
Grand Totals.....	231,717,000	404,669,000	48,319,000	16,182,000 17,539,000	2,300,000	3,951,800	8,372,000	733,049,800
1914.								
Ontario.....	17,658,000	99,400,000	13,987,000	Corn. 13,410,000 84,000	1,341,000	2,864,000	4,118,000	152,862,000
New Brunswick.....	234,000	6,488,000	64,000			10,000	1,686,000	8,482,000
Nova Scotia.....	262,000	3,461,000	138,000		5,000	4,200	259,000	4,129,200
Quebec.....	990,000	42,119,000	2,261,000	8,200	156,000	432,000	2,477,000	48,443,200
Prince Edward Island.....	809,000	7,596,000	119,000			3,200	86,000	8,613,200
Totals, Eastern Provinces.....	19,953,000	159,064,000	16,569,000	92,200	1,502,000	3,313,400	8,626,000	222,529,600
Manitoba.....	{ F. 240,000 S. 38,365,000 }	31,951,000	9,828,000	338,000	100,000			80,822,000
Saskatchewan.....	{ F. 67,000 S. 73,427,000 }	61,816,000	4,901,000	6,131,000	54,000			146,396,000
Alberta.....	{ F. 4,709,000 S. 24,150,000 }	57,076,000	4,806,000	614,000	360,800	8,100		91,723,900
British Columbia.....	{ F. 175,000 S. 194,000 }	3,171,000	97,000			41,000		3,678,000
Totals, Western Provinces.....	141,327,000	154,014,000	19,632,000	7,083,000	514,800	49,100		322,619,900
Grand Totals.....	161,280,000	313,078,000	36,201,000	*13,410,000 7,175,200	2,016,800	3,362,500	8,626,000	545,149,500

* Corn.

No. 27.—World's Wheat Production.

Country.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States.....	634,087,000 (1)	664,602,000	737,189,000	695,443,000 (2)	621,338,000 (1)	730,267,000	763,380,000	891,017,000
Canada.....	92,662,753	128,647,876	(2)	149,990,000 (7)	215,851,000 (7)	224,150,000	231,717,000	158,223,000
Mexico.....	10,000,000	8,000,000	9,600,000	8,000,000	10,400,000	12,800,000	10,400,000	8,000,000
Total, North America	736,749,753	801,249,876	913,533,000	853,433,000	847,589,000	967,226,000	1,005,497,000	1,057,240,000
South America—								
Argentina.....	155,993,000	192,489,000	(8)	131,012,000 (10)	166,192,000 (8)	187,393,000	131,542,000	200,000,000
Chile.....	15,776,000	17,000,000	20,000,000	19,743,000	38,581,000	12,800,000	11,986,000	16,000,000
Uruguay.....	6,867,000	7,430,000	8,000,000	8,000,000	5,984,000	5,461,000	5,600,000	8,000,000
Total, South America	178,636,000	216,919,000	184,164,000	158,755,000	210,757,000	205,654,000	149,128,000	224,000,000
Europe—								
Austria-Hungary.....	185,059,000	230,624,000	(6)	259,272,000 (5)	249,657,000 (5)	254,283,000	227,875,000	193,156,000
Belgium.....	12,000,000	13,000,000	16,000,000	14,400,000	14,617,000	15,348,000	14,769,000	13,973,000
Bulgaria.....	30,000,000	47,072,000	42,472,000	61,126,000	72,005,000	63,750,000	60,627,000	45,930,000
Denmark.....	4,000,000	4,400,000	3,771,000	4,226,000	4,469,000	3,615,000	6,695,000	4,700,000
Finland.....	100,000	135,000						
France.....	369,970,000	310,526,000	(3)	263,922,000 (4)	322,342,000 (4)	334,336,000	319,373,000	300,000,000
Germany.....	127,843,000	138,442,000	138,617,000	142,509,000 (8)	149,412,000 (9)	160,225,000	171,077,000	152,000,000
Greece.....	8,000,000	7,000,000	6,400,000	6,400,000	5,600,000 (6)	7,360,000	4,000,000	5,600,000
Italy.....	177,543,000	150,792,000	(5)	153,339,000 (6)	192,397,000	165,721,000	214,407,000	169,444,000
Montenegro.....	200,000	200,000						
Netherlands.....	5,000,000	5,075,000	4,113,000	4,324,000	5,566,000	5,515,000	5,082,000	5,380,000
Norway.....	200,000	330,000	312,000	314,000	270,000	331,000	324,000	400,000
Portugal.....	6,000,000	5,000,000	4,000,000	4,000,000	11,850,000	5,600,000	5,600,000	8,000,000
Roumania.....	42,237,000	54,813,000	58,873,000	110,828,000	95,657,000	89,413,000	84,192,000	46,536,000
Russia.....	455,000,000 (2)	*569,484,000 (2)	1)	776,619,000 (1)	509,503,000 (2)	623,761,000	835,829,000	687,431,000
Servia.....	8,375,000	14,000,000	15,200,000	11,600,000	15,311,000	16,353,000	11,024,000	8,000,000
Spain.....	100,331,000	119,970,000	144,105,000	137,449,000 (9)	148,497,000 (10)	109,784,000	112,402,000	120,314,000
Sweden.....	5,953,000	6,756,000	6,910,000	7,522,000	8,234,000	7,797,000	9,330,000	7,619,000
Switzerland.....	4,000,000	3,527,000	3,568,000	3,417,000	3,524,000	3,178,000	3,509,000	3,314,000
Turkey.....	16,000,000	25,000,000	32,000,000	32,000,000	136,000,000			
United Kingdom.....	58,275,000	55,585,000	63,197,000	58,235,000	64,313,000	57,402,000	56,696,000	62,374,000
Europe.....	1,616,086,000	1,761,731,000	2,066,353,000	2,051,502,000	2,009,224,000	1,923,772,000	2,142,811,000	1,834,171,000

No. 27. World's Wheat Production. *Continued.*

Country.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Asia—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
British India (including such native states as report.....	315,386,000	229,092,000 (4)	283,495,000 (3)	357,109,000 (3)	374,845,000	370,515,000	362,693,000	314,608,000
Cyprus and Malta.....	2,000,000	2,700,000	3,200,000	3,200,000	2,800,000	2,400,000	2,400,000	2,400,000
Japanese Empire.....	23,132,000	22,466,000	22,296,000	23,703,000	24,851,000	25,692,000	25,928,000	23,842,000
Persia.....	16,000,000	16,000,000	14,000,000	13,600,000	13,600,000	16,000,000	14,400,000	13,600,000
Russia.....	56,000,000	35,000,000	32,000,000	32,000,000	32,000,000	103,270,000	138,003,000	170,978,000
Turkey.....	35,000,000							
Total, Asia.....	447,518,000	305,258,000	354,991,000	429,612,000	448,096,000	517,877,000	543,424,000	475,428,000
Africa—								
Algeria.....	31,120,000	28,000,000	31,769,000	39,375,000	36,596,000	27,172,000	36,848,000	20,000,000
Cape of Good Hope.....	2,000,000	2,000,000	2,800,000	2,800,000	2,400,000	2,400,000	2,400,000	2,400,000
Egypt.....	12,000,000	25,000,000	12,000,000	12,000,000	38,046,000	30,900,000	38,427,000	28,000,000
Natal.....	6,000	3,000						
Soudan.....	500,000	500,000						
Tunis.....	6,000,000	2,838,000	6,430,000	5,512,000	8,635,000	3,858,000	5,515,000	2,205,000
Total, Africa.....	51,626,000	58,341,000	55,999,000	59,687,000	85,677,000	64,330,000	83,190,000	52,605,000
Australia.....	68,185,000	45,987,000	62,591,000	90,642,000	71,868,000	97,150,000	119,303,000	33,200,000
New Zealand.....	5,782,000	5,743,000	8,773,000	8,235,000	7,908,000			
Total, Australia.....	73,967,000	51,730,000	71,364,000	98,877,000	79,776,000	97,150,000	119,303,000	33,200,000
Grand total.....	3,104,582,753	3,195,228,876	3,646,401,000	3,651,866,000	3,681,119,000	3,776,009,000	4,043,353,000	3,676,644,000

*Includes Asiatic Russia'

No. 28.—World's Oat Production.

Country.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States.....	(2) 754,443,000	(2) 807,156,000	(2) 948,097,000	(1) 1,060,484,000	922,298,000	1,418,337,000	1,121,768,000	1,141,060,000
Canada.....	(6) 210,869,000	(5) 258,480,047	(5) 353,466,000	(5) 323,449,000	348,586,000	391,629,000	404,669,000	311,426,000
Mexico.....	17,000	17,000						
Total, North America..	965,329,000	1,065,653,047	1,301,563,000	1,383,933,000	1,270,884,000	1,809,966,000	1,526,437,000	1,452,486,000
Argentina.....			30,103,000	38,321,000	65,101,000	109,064,000	66,139,000	
Europe—								
Austria-Hungary.....	(5) 257,172,000	(6) 222,374,000	(6) 254,657,000	(6) 211,697,000	237,641,000	233,154,000	273,343,000	250,241,000
Belgium.....	45,000,000	44,000,000			38,921,000	33,023,000	45,136,000	46,816,000
Bulgaria.....	18,000,000	8,500,000	8,805,000	12,417,000	19,243,000	11,347,000	12,968,000	12,968,000
Denmark.....	40,000,000	41,000,000	47,315,000	43,390,000	47,354,000	48,765,000	53,755,000	43,633,000
Finland.....	18,000,000	19,000,000						
France.....	(4) 314,132,000	(4) 287,190,000	(4) 360,605,000	(4) 337,812,000	328,706,000	334,205,000	336,049,000	312,942,000
Germany.....	(3) 630,324,000	(3) 530,131,000	(3) 595,110,000	(3) 515,578,000	499,548,000	552,464,000	629,871,000	625,884,000
Italy.....	20,000,000	18,000,000	40,849,000	26,894,000	38,563,000	26,642,000	40,912,000	25,249,000
Netherlands.....	20,000,000	21,000,000	19,938,000	19,160,000	19,440,000	17,151,000	19,875,000	18,784,000
Norway.....	6,000,000	11,315,000	9,656,000	11,267,000	9,592,000	12,731,000	12,870,000	9,835,000
Roumania.....	17,842,000	17,212,000	26,233,000	28,723,00	26,043,000	20,101,000	34,496,000	22,059,000
*Russia—								
Russia Proper.....	728,351,000	743,506,000						
Poland.....	72,573,000	66,136,000	(1) 1,103,390,000	(2) 985,633,000	807,890,000	916,014,000	1,040,554,000	800,284,000
Northern Caucasias.....	19,697,000	24,860,000						
Total Russia.....	(1) 820,621,000	(1) 834,502,000	(1) 1,103,390,000	(2) 985,633,000	807,890,000	916,014,000	1,040,554,000	800,284,000
Servia.....	2,984,000	3,000,000						
Spain.....	16,998,000	28,114,000						
Sweden.....	67,741,000	72,773,000	32,289,000	27,312,000	31,867,000	21,680,000	23,843,000	28,775,000
Switzerland.....			76,045,000	83,553,000	71,493,000	82,604,000	93,945,000	54,873,000
Turkey.....					4,565,000	3,780,000	4,792,000	4,896,000
United Kingdom.....	198,718,000	191,362,000	205,022,000	203,992,000	186,894,000	189,036,000	189,588,000	181,859,000
Total, Europe.....	2,493,532,000	2,349,473,00	2,779,914,000	2,507,428,000	2,367,760,00	2,502,697,000	2,811,997,000	2,439,098,000

*Includes Asiatic Russia.

No. 28.—World's Oat Crop.—Continued.

Country.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Asia—								
Cyprus.....	Bushels. 400,000	Bushels. 340,000	Bushels. 4,769,000	Bushels. 2,247,000	Bushels. 4,155,000	Bushels. 4,552,000	Bushels. 5,077,000	Bushels.
Japan.....								
Russia—								
Central Asia.....	18,048,000	18,540,000						
Siberia.....	67,114,000	89,500,000				89,888,000	125,449,000	113,649,000
Trans-Caucasia.....	14,000	27,000						
Total, Russia.....	85,176,000	108,667,000				89,888,000	125,449,000	113,649,000
Total, Asia.....	85,576,000	108,407,000	4,769,000	2,247,000	4,155,000	94,440,000	130,526,000	113,649,000
Africa—								
Algeria.....	7,000,000	8,500,000	10,045,000	12,478,000	11,382,000	11,624,000	16,916,000	9,835,000
Cape of Good Hope.....	3,000,000	2,596,000						
Natal.....	8,000	5,000						
Soudan.....								
Tunis.....	2,000,000	1,135,000	5,123,000	5,057,000	4,377,000	1,945,000	3,891,000	
Total, Africa.....	12,008,000	12,236,000	15,168,000	17,535,000	15,759,000	13,569,000	20,807,000	9,835,000
Australia.....	14,041,000	9,472,000	18,631,000			10,729,000	16,094,000	
New Zealand.....	11,555,000	15,495,000	21,687,000			15,200,000	16,989,000	
Total, Australia.....	25,596,000	24,967,000	40,318,000			25,929,000	33,083,000	
Grand Total.....	3,582,041,000	5,560,736,047	4,171,835,000	3,949,464,000	3,746,213,000	4,555,665,000	4,588,989,000	4,015,068,000

No. 29.—World's Barley Production.

Country.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States.....	(3) 153,597,000	(3) 166,756,000	(2) 170,284,000	(2) 162,227,000	160,240,000	223,824,000	178,189,000	194,953,000
Canada.....	(8) 45,235,000	(8) 47,749,229	(8) 55,398,000	(9) 45,148,000	40,631,000	49,398,000	48,319,000	34,591,000
Mexico.....	7,000,000	7,000,000						
Total, North America...	205,832,000	221,505,229	225,682,000	207,375,000	200,871,000	273,222,000	226,508,000	229,544,000
Argentina.....			1,424,000			4,460,000	8,038,000	
Europe—								
Austria-Hungary.....	(4) 146,494,000	(4) 130,665,000	(4) 154,141,000	(4) 132,948,000	151,156,000	150,501,000	163,167,000	69,087,000
Belgium.....	4,000,000	4,500,000			4,595,000	4,253,000	4,217,000	4,232,000
Bulgaria.....	10,000,000	8,500,000	9,323,000	15,754,000	20,326,000			
Denmark.....	22,000,000	20,000,000	23,289,000	21,306,000	23,025,000	24,981,000	27,356,000	22,847,000
Finland.....	5,000,000	6,000,000						
France.....	45,095,000	40,585,000	47,913,000	45,820,000	49,864,000	50,588,000	47,939,000	
Germany.....	(2) 160,650,000	(2) 140,539,000	(3) 160,617,000	(3) 133,389,000	145,134,000	159,926,000	168,711,000	156,000,000
Italy.....	8,000,000	8,000,000	10,952,000	9,483,000	10,883,000	8,403,000	10,803,000	6,917,000
Netherlands.....	4,000,000	4,500,000	3,321,000	3,383,000	3,584,000	3,346,000	3,121,000	3,210,000
Norway.....	2,500,000	3,028,000	2,731,000	2,973,000	2,682,000	3,247,000	3,369,000	
Roumania.....	20,062,000	12,873,000	20,643,000	29,604,000	26,117,000	20,934,000	27,650,000	23,461,000
Switzerland.....			473,000	459,000	454,000	427,000	45,0000	533,000
*Russia—								
Russia Proper.....	277,501,000	297,454,000						
Poland.....	25,397,000	23,790,000	474,168,000	459,538,000	414,201,000	455,957,000	557,581,000	475,550,000
Northern Caucasus.....	41,206,000	46,220,000						
(1) 344,104,000	(1) 367,464,000	(1) 474,168,000	(1) 459,538,000	414,201,000	455,957,000	557,581,000	475,550,000	
Servia.....	3,137,000	4,000,000				5,250,000	4,167,000	
Spain.....	(7) 53,598,000	(6) 69,596,000	(6) 81,579,000	(6) 76,309,000	86,793,000	59,995,000	68,773,000	73,698,000
Sweden.....	13,553,000	15,520,000	13,950,000	15,555,000	14,696,000	14,156,000	16,912,000	13,059,000
United Kingdom.....	(6) 69,258,000	(7) 63,579,000	(7) 71,817,000	(7) 67,473,000	60,211,000	60,632,000	68,367,000	66,180,000
Totals, Europe.....	911,451,000	899,349,000	1,074,917,000	1,013,994,000	1,013,721,000	1,022,596,000	1,172,583,000	914,774,000

*Includes Asiatic Russia.

No. 29.—World's Barley Production.—Continued.

Country.	1907.	1908.	1909.	1910.	1911.	1911.	1913.	1914.
Asia—								
British India Including such native states as report.....								
Cyprus.....	3,000,000	3,100,000						
Japanese Empire.....	(5) 90,594,000	(5) 87,965,000	(5) 87,996,000	(5) 89,665,000	95,037,000			
Russia—								
Central Asia.....	4,385,000	4,345,000				}		
Siberia.....	4,956,000	6,103,000					16,544,000	
Trans-Caucasia.....	4,000	13,000						
	9,345,000	10,461,000					16,544,000	
Total, Asia.....	102,939,000	101,526,000			95,037,000			
Africa—								
Algeria.....	35,000,000	35,000,000	50,008,000	48,808,000	47,766,000		50,031,000	
Cape Good Hope.....	900,000	900,000						
Egypt.....	5,000	5,000			11,710,000			
Natal.....	300,000	300,000						
Soudan.....	8,000,000	4,257,000	9,186,000	6,660,000	13,320,000		6,430,000	
Tunis.....								
Total, Africa.....	44,205,000	40,462,000	59,191,000	55,368,000	72,796,000		56,461,000	
Australia.....	2,319,000	2,055,000	3,143,000					
New Zealand.....	1,068,000	1,200,000	2,019,000		1,307,000		1,247,000	
Total Australasia.....	3,387,000	3,255,000	5,162,000		1,307,000		1,247,000	1,144,318
Grand Total.....	1,267,814,000	1,266,097,229	1,451,375,000	1,366,402,000	1,383,732,000	1,369,056,000	1,481,381,000	

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No. 30.—SUMMARY of Revenue accrued under The Canada Grain Act for the Fiscal Years ended June 30, 1904, 1905, 1906, and March 31, 1907 (9 mos.), 1908, 1909, 1910, 1911, 1912, 1913 and 1914.

	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Toronto, grain inspection and samples sold...	3,111 68	1,639,50	2,682,72	2,696,36	1,667,76	3,733 29	1,307 28	1,438 05	1,929 60	694 28	687 29
Montreal, grain inspection and samples sold...	4,599 20	4,838 95	3,261 65	1,865 95	2,743 30	1,961 92	1,390 08	2,430 02	3,329 45	1,630 31	775 47
Manitoba Inspection Division, grain inspection and weighing, elevator, warehouse and other licenses, samples sold and vessel overtime.....	53,157 43	57,117 58	96,153 26	67,859 74	119,934 60	129,679 05	158,638 35	166,256 52	223,950 74	318,880 82	401,700 51
Toronto, inspection of hay.....	28 20	11 80	4 00	40 30	35 45	72 00	57 27	255 16	508 23	486 80	688 20
Montreal, weighing.....									49 00	464 50	79 00
Peterborough, grain inspection and samples sold.....		680 70	240 75	275 60	384 40	482 00	287 20	255 70	290 66	275 60	151 20
Peterborough, inspection of hay.....								2 10			5 80
Peterborough, weighing.....								54 90	16 20	39 90	23 40
Kingston, grain inspection and samples sold.....		369 07	256 82	176 80	139 63	69 30	95 84	177 19	69 77	68 98	102 00
Casual revenue.....			50 60	1 20	0 50						
Totals.....	60,896 51	64,657 60	102,649 80	72,915 95	124,905 64	135,997 56	161,776 02	170,869 64	230,143 65	322,541 19	404,212 87

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No. 31.—QUANTITY of Wheat exported from

Fiscal Years.	Great Britain.	Australasia.	British Africa.	British West Indies.	Newfoundland.	Other British Possessions.	Total British Empire.	Belgium.	Denmark.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874 .	4,509,195						4,509,195	66,000	
1875 .	3,967,495						3,967,495		
1876 .	4,376,740						4,376,740		
1877 .	2,035,831				8,378		2,044,209		
1878 .	3,402,625				2,395		3,405,020		
1879 .	4,951,545				890		4,952,435		
1880 .	4,120,027						4,120,027	55,164	
1881 .	2,329,958				22,000		2,351,958		
1882 .	3,255,495						3,255,495	28,146	
1883 .	4,877,276					9	4,877,285	38,307	
1884 .	689,626				2		689,628		
1885 .	1,978,201					10	1,978,211		
1886 .	3,089,706					5	3,089,711		
1887 .	5,048,084			45,265		15	5,093,364	26,806	
1888 .	1,377,783					4	1,377,787		
1889 .	449,686					16	449,702	4,643	
1890 .	410,796					3	410,799		
1891 .	1,015,954			150		3	1,016,107		
1892 .	6,810,664					34	6,810,698	5,718	
1893 .	8,617,967					3	8,617,970	59,478	
1894 .	9,090,310					14	9,090,324		41,825
1895 .	8,786,798					19	8,786,817		
1896 .	9,729,368	62,965		40		35	9,792,408		
1897 .	7,717,292	100,805				15	7,818,112		
1898 .	18,091,962			600		599	18,093,161	455,688	
1899 .	9,917,572			3,150		50	9,920,772	176,518	
1900 .	15,975,858	7				6	15,975,871	438,046	
1901 .	8,630,066			1,000		14	8,631,080	652,530	
1902 .	25,244,489			6		4	25,244,499	586,861	
1903 .	30,726,947	103,785	115,615	23		6	30,948,602	706,733	
1904 .	16,346,793	8,001	110,306	10		20	16,478,234	267,646	
1905 .	11,280,407		8,112			15	11,288,534	393,540	
1906 .	36,027,692	200	69,780				36,097,672	352,407	
1907 (9 mos.)	24,432,786	1,833	49,712	15		40	24,484,395	105,784	
1908 .	43,002,541		99,688			11	43,102,240	389,819	
1909 .	45,891,249		5,766			10,035	45,907,050	1,651,574	
1910 .	46,589,228		105,471	25		10	46,694,734	547,346	
1911 .	43,637,625	239	53,246	36		205	43,691,366	823,874	
1912 .	60,343,037	18	45,444	13		276	60,388,932	1,696,953	
1913 .	77,722,465		106,963	4,838		38	77,834,394	3,072,736	200,137
1914 .	108,574,397	20	162,079	10,581		183	108,747,509	1,658,861	

* Russia, 214,960.

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Canada by Countries, Years 1874 to 1914.

France.	Germany.	Holland.	Italy.	Japan.	Mexico.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
131,820						1,874,202		2,072,022	6,581,217
						415,527		415,527	4,383,022
						1,693,629	24	1,693,653	6,070,393
						348,946		348,946	2,393,155
1						988,514		988,515	4,393,535
454						1,657,835		1,658,289	6,610,724
	3,991					911,323		970,478	5,090,505
	35	51,000				120,668	12	171,715	2,523,673
						561,394		589,540	3,845,035
59,345						878,471	14,050	990,173	5,867,458
						55,898		55,898	745,526
	17,335					345,410		362,745	2,340,956
	19,685					309,772		329,457	3,419,168
	170,048					341,508		538,362	5,631,726
	8,269					777,698		785,967	2,163,754
						36,560		41,203	490,905
	4,752					6,723		11,475	422,274
						1,092,109		1,092,109	2,108,216
	275,961	131,896				1,489,881		1,903,456	8,714,154
	22,555	117,248				454,633	1	653,915	9,271,885
	7,774	7,648				124,619	18	181,884	9,272,208
	18,682					20,190		38,872	8,825,689
	11,650					115,484		127,134	9,919,542
	20,559					16,603		37,162	7,855,274
37,522	199,747	92,359				84,630		869,946	18,963,107
107,288	30,773	12,000	40,617		150	17,337	15	384,698	10,305,470
143,692	92,839	11,115	100,298			82,785	4	868,779	16,844,650
91,550	28,369	4,905	278,140			53,186		1,108,678	9,739,758
195,280	8,000	6,603	61,199			15,088		873,031	26,117,530
	237,063	101,433	99,010			892,904		2,037,143	32,985,745
		21,137		749		11,262		300,794	16,779,028
						3,018,232		3,411,781	14,700,315
68,836	17,182	1,050			30,261	3,831,988	6	4,301,730	40,399,402
55,928				1,800		804,937	27,283	995,732	25,480,127
47,679						114,926	4	552,428	43,654,668
103,113	6,015	237,455	267,443		99,234	650,601	*214,964	3,230,399	49,137,449
223,309	72,000	270,157			77,623	1,856,181		3,046,616	49,741,350
63,991	167,196	225,147		8	585,854	242,660	2,019	2,110,749	45,802,115
	890,003	429,485		12,364	49,220	997,662	1,667	4,077,354	64,466,286
45,469	777,614	1,162,636		238,493		9,834,530		15,331,615	93,166,009
435,773	297,565	51,202,118	39,470	516,404		7,522,027	6,852	11,679,070	120,426,579

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No. 32.—STATEMENT of Revenue and Expenditure on account of Inspection of Grain for Eastern and Western Grain Inspection Divisions, with totals for the undermentioned years.

Fiscal Year.	REVENUE.			EXPENDITURE.		
	Western Division.	Eastern Division.	Total.	Western Division.	Eastern Division.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1900.....	26,080 46	.....	26,080 46	25,183 43	.....	25,183 43
1901.....	16,282 55	.....	15,282 55	25,773 04	.....	25,773 04
1902.....	56,977 46	8,969 20	65,946 66	35,989 64	10,204 13	46,193 77
1903.....	73,256 74	11,051 31	84,308 05	49,051 53	14,775 91	63,827 44
1904.....	53,157 43	7,739 08	60,896 51	51,386 52	17,695 19	69,081 71
1905.....	57,117 58	7,540 02	64,657 60	65,347 62	18,570 73	83,918 35
1906.....	96,153 26	6,445 94	102,599 20	86,456 54	18,467 08	104,923 62
1907 (9 months).....	67,859 74	5,055 01	72,914 75	70,531 08	13,941 79	84,472 87
1908.....	119,934 60	4,970 54	124,905 14	108,046 25	18,085 04	126,131 29
1909.....	129,679 05	6,318 51	135,997 56	135,960 21	18,808 25	154,768 46
1910.....	158,638 35	3,194 94	161,833 29	161,008 05	18,947 93	179,955 98
1911.....	166,256 52	4,613 12	170,869 64	183,380 86	15,351 26	198,732 12
1912.....	223,950 74	6,192 91	230,143 65	206,111 20	15,734 87	221,846 07
1913.....	318,880 82	3,660 37	322,541 19	321,156 35	16,124 93	337,281 28
1914.....	401,700 51	2,512 36	404,212 87	.....	.....	.....

STATEMENT showing Fees chargeable under The Canada Grain Act.

Inspection of Grain.—Per car, 50 cents; in cargoes, 50 cents per 1,000 bushels; in sacks, $\frac{1}{3}$ c. per central.

Weighing of Grain.—Per car, 30 cents; in cargoes, 30 cents per 1,000 bushels.

No. 33.—QUANTITY of Oats Exported from Canada, by Countries, Years 1874 to 1914.

Fiscal Years.	Great Britain.	British Africa.	British Guiana.	British West Indies.	Bermuda.	Newfoundland.	Other British Possessions.	Total British Empire.	Belgium.	Philippines.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874	788,654			19,999		48,933		857,586		
1875	1,524,648			32,515		78,814		1,635,977		
1876	1,984,574		680	41,457		78,038		2,104,749		
1877	2,696,703		60	43,337		98,430		2,838,530		
1878	2,181,815			42,072		87,582		2,313,792		
1879	1,909,983		2,323	42,402		85,433		2,037,818		
1880	3,032,940			77,393		100,655		3,210,995	244,883	
1881	2,504,331			94,561		88,118		2,701,900	67,626	
1882	1,839,710		14,890	116,489		93,106		2,073,622	38,599	
1883	129,117		24,317	109,230		109,855		403,335		
1884	901,069		55,133	161,700		133,306	9	1,283,393		
1885	1,866,221		87,309	122,547		135,771		2,148,626		
1886	3,280,787		24,087	141,511		113,666		3,584,865		
1887	1,627,629		48,901	150,517		127,211		1,947,259		
1888	177,194		41,902	117,864		125,344		491,174	20,927	
1889	2,568		70,772	165,480		126,288		316,338		
1890	454,090		22,002	148,975		100,729		727,553		
1891	16,528		23,759	100,070		127,342		255,659		
1892	5,743,720		11,719	290,421		125,841		6,204,971		
1893	6,261,258		44,989	365,022		192,765		6,842,158	294,936	
1894	1,738,666		23,113	331,067		186,292		2,314,526	76,888	
1895	257,253		58,501	254,264		169,954		723,427		
1896	487,252		41,956	180,887		179,433		881,620		
1897	5,409,808		34,048	224,275		162,913		5,883,336	269,511	
1898	8,143,107		86,340	160,846		144,050		8,493,904	430,508	
1899	8,977,646		45,901	460,597		153,945	71	9,628,658	125,416	
1900	6,028,704	33,934	36,399	336,238		194,053		6,641,662	113,996	
1901	6,611,396	25,258	48,733	410,881		182,999		7,255,811	688,370	
1902	3,544,674	642,810	53,233	371,254		103,370		4,715,341	113,746	
1903	5,623,116	372,326	62,473	441,198		238,094	121,320	6,861,527	228,504	
1904	3,607,938	38,654	40,079	390,137		302,583	5	4,379,396	42,030	
1905	1,617,310	3,150	41,011	207,760		242,883	145,524	2,257,638	2,655	
1906	1,885,166	512	38,327	189,037		227,242	63,609	2,403,893	124,292	
1907	3,853,295	3,313	41,050	205,551		223,450	50,788	4,377,447	2,352	
1908	5,617,102	8,262	50,483	191,348		261,572	163,258	6,292,025	28,200	176,794
1909	2,588,995	571	12,967	134,813		259,494	54,343	3,051,183	19,983	207,035
1910	1,024,491	1,690	11,383	165,423		256,477	98,371	1,557,835		279,461
1911	4,028,746	6,280	12,333	183,447	109,585	239,537		4,579,928	261,181	55,943
1912	7,014,645	2,693	18,358	245,774	137,294	404,431	15,660	7,828,855	214,964	23,084
1913	7,293,004	5,172	22,887	438,759	113,676	488,558	18,558	8,380,614	85,845	122,580
1904	13,903,389	653	20,106	739,239	118,077	364,134		15,145,589	267,031	86,036

No. 33. QUANTITY of Oats Exported from Canada by Countries, Years 1871-1914.—Continued.

Fiscal Years.	Cuba.	Danish West Indies.	France.	Germany.	Holland.	Mexico.	St. Pierre.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874.....	605	453					1,051	138,125	280	140,514	998,100
1875.....	848	1,428					782	1,350,692	112	1,353,862	2,989,839
1876.....	1,074	300	449,021				687	88,372	30	539,484	2,644,233
1877.....	2,713		55,495				1,168	72,378		131,754	2,970,284
1878.....	6,194	31					587	19,378	44	26,234	2,340,026
1879.....	103	52	303,218				1,402	8,940	21,757	335,472	2,373,290
1880.....	499	38	778,247				712	481,138	528	1,506,045	4,717,040
1881.....	385	405	90,704				2,149	54,707	8,656	224,632	2,926,532
1882.....	1,260		235,829				940	1,796,104	600	2,073,332	4,146,954
1883.....	10,383						1,542	607,953		620,718	1,024,053
1884.....	9,486						2,491	22,985	28,365	63,327	1,346,720
1885.....			44,126	38,982	18,651		1,068	94,971	12,578	210,376	2,359,002
1886.....		40	215,261	106,878			2,697	240,159		565,123	4,149,988
1887.....				56,204			2,214	40,342		100,981	2,048,240
1888.....		15	25,276				3,286	25,183	100	75,547	566,721
1889.....		80					3,004	16,789	506	20,847	337,185
1890.....		60					1,729	27,530	908	30,239	757,792
1891.....							2,010	2,264	360	4,910	260,569
1892.....	6,966	400		1,900	11,915		7,221	165,947	15,009	209,358	6,414,329
1893.....	327	6,197		14,971	49,076		2,761	63,300	180	431,748	7,273,906
1894.....	75	254	60,216	181,731	110,453		1,769	63,342	9,448	504,176	2,818,702
1895.....	12,756	1,275					3,317	175,043	11,157	203,548	926,975
1896.....	10,775	895		19,435			2,396	45,320	7,696	86,517	968,137
1897.....	144	1,230		344,544			3,056	43,470	1,590	663,545	6,546,881
1898.....	577	596	102,459	637,400	133,615		2,390	65,574	9,440	1,382,559	9,876,463
1899.....	875	998		407,757	9,369		2,766	129,954	7,199	684,334	10,312,992
1900.....	1,350	551		28,727	882		3,087	137,785	1,171	287,552	6,929,214
1901.....	544		133,676				9,304	63,446	3,912	899,252	8,155,063
1902.....		6					3,360	137,081	60,589	314,782	5,030,123
1903.....	166,024	170	2,648				4,508	120,702	209,094	731,650	7,593,177
1904.....	65,471	127			7,901		3,334	189,037	7,945	315,845	4,695,241
1905.....	26,982	76					1,537	78,533	78	109,861	2,367,499
1906.....	6,782	48	1,500	6,555	1,514	142	1,636	152,602	1,339	296,410	2,700,303
1907.....	28,669			1,061		2,470	1,013	125,188	1,236	161,989	4,539,436
1908.....	222,936			4,563		46,525	1,257	350,991		831,266	7,123,291
1909.....	361,007			1,690		53,569	3,828	1,554,251	3,064	2,204,427	5,255,610
1910.....	265,239					10,681	2,354	1,285,660	500	1,843,895	3,401,730
1911.....	339,054				56,643	3,359	3,143	128,538	3,873	851,734	5,431,662
1912.....	599,186			908	1,618	875	2,178	203,560	5,447	1,051,820	8,880,675
1913.....	144,258				8,870		1,678	1,726,580	8,129	2,097,940	10,478,554
1914.....	452,734		57		113,516		2,222	18,928,221	1,249	19,851,066	34,996,664

*Includes Spanish West Indies. *To Australia.

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No. 34.—EXPORTS of Grain (Domestic Produce) from the following Countries for the latest 12-month period for which returns are available.

QUANTITIES.

Countries.	Twelve Months ended.	Barley.	Buckwheat	Corn.	Flaxseed.	Oats.	Peas.	Rye.	Wheat.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canada.....	Mar. 31, 1914	13,032,362	172,802	30,813	20,647,327	34,996,664	142,730	112,436	120,426,579
Argentine Republic.....	Dec. 31, 1913.	1,870,737	†	189,187,857	40,015,666	57,676,346	1,102	860,662	103,266,573
Australia.....	Dec. 31, 1913.	7,723	†	6,868	118	125,473	†	†	42,922,887
Austria-Hungary.....	Dec. 31, 1913	8,188,055	183	28,406	36,201	31,102	57,436	4,502	70,651
British India.....	Mar. 31, 1913.	28,708,341	†	1,061,236	14,179,576	63,395	†	†	61,980,318
Bulgaria.....	Dec. 31, 1911.	3,460,525	†	13,044,590	.....	459,575	5,569	3,145,557	11,118,968
France.....	Dec. 31, 1913.	444,505	107,950	93,012	43,064	174,874	243,835	6,211	58,979
Germany.....	Dec. 31, 1913	280,276	17,218	1,285	166,555	42,890,682	280,659	36,777,794	19,775,353
Italy.....	Dec. 31, 1912.	7,441	6,476	297,739	417	84,034	†	630	19,694
Roumania.....	Dec. 31, 1911.	21,823,957	4,327	61,230,162	142,681	15,127,185	651,543	5,147,559	53,572,878
Russia.....	Dec. 31, 1912.	126,530,928	3,322,805	30,194,006	6,567,804	54,846,051	8,674,264	19,669,170	96,612,205
United States.....	June 30, 1914.	6,64,34,747	580	9,380,855	305,540	1,859,949	†	2,222,734	92,393,775

VALUES.

		\$	\$	\$	\$	\$	\$	\$	\$
Canada.....	Mar. 31, 1914.	6,513,557	120,353	23,542	24,816,333	13,379,849	263,245	75,888	117,719,217
Argentine Republic.....	Dec. 31, 1913.	962,293	†	108,362,160	48,163,343	19,731,623	1,439	547,100	99,039,052
Australia.....	Dec. 31, 1913.	5,203	†	8,322	219	65,335	†	†	38,872,388
Austria-Hungary.....	Dec. 31, 1913.	6,913,781	113	29,041	65,351	23,078	82,526	4,180	89,780
British India.....	Mar. 31, 1913.	18,033,195	†	660,056	25,882,797	30,524	†	†	57,406,304
Bulgaria.....	Dec. 31, 1911.	1,719,820	†	7,630,100	.....	147,763	6,174	1,766,684	9,194,392
France.....	Dec. 31, 1913.	375,578	99,781	83,762	88,780	107,308	445,501	6,176	86,271
Germany.....	Dec. 31, 1913.	241,094	14,994	2,142	277,746	22,160,418	639,744	31,634,008	20,850,228
Italy.....	Dec. 31, 1912.	5,941	4,082	306,518	941	53,778	†	679	31,750
Roumania.....	Dec. 31, 1911.	11,399,159	1,273	35,361,093	278,677	5,092,455	508,900	3,204,941	63,614,572
Russia.....	Dec. 31, 1912.	78,866,147	2,164,328	19,486,929	10,501,885	26,692,782	9,136,197	14,926,888	98,999,928
United States.....	June 30, 1914.	4,253,129	695	7,008,028	436,874	757,527	†	1,555,012	87,953,456

*Included with wheat. †Not separately stated. ‡Includes beans.

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No. 35.—QUANTITY of Barley Exported from

Fiscal Years.	Great Britain.	British Africa.	British West Indies.	Newfound-land.	Other British Possessions.	Total British Empire.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874.....	24		40	3,119		3,183
1875.....			76	5,134		5,210
1876.....	22		75	3,493		3,590
1877.....	95,696		71	6,894		102,661
1878.....	764,062		1,217	3,176		768,455
1879.....	186,580		1,154	2,847		190,581
1880.....	486,806		293	6,658		493,757
1881.....	69,188		49	6,386		75,623
1882.....	6,306		8	4,881		11,195
1883.....	68,729		37	6,784		75,550
1884.....	65,238		74	7,161		72,473
1885.....	30,077			9,004		39,081
1886.....	19,153		1	6,861		26,015
1887.....	10,443			8,801		19,244
1888.....	1,687		65	7,850		9,602
1889.....	6,312			7,394		13,706
1890.....	27,132		40	8,973		36,145
1891.....	132,650			7,714		140,364
1892.....	2,439,959			1,792		2,441,751
1893.....	550,695		299	4,494		555,488
1894.....	97,971		319	5,564		103,854
1895.....	30,365		224	3,569		34,158
1896.....	45,769		12	1,019		46,800
1897.....	534,096		50	1,130	32	535,308
1898.....	308,424		51	857		209,332
1899.....	116,131			383		116,514
1900.....	1,753,135			818	447	1,754,400
1901.....	2,009,708	833	1,199	711	275	2,012,726
1902.....	345,936	1,695	25	12		347,668
1903.....	626,006	15,885	133	14	2,500	644,538
1904.....	703,166	311	3,411	384	204	707,476
1905.....	787,577		4	87	89	787,757
1906.....	790,804		55	2	48	790,912
1907.....	1,115,979		2		2	1,115,983
1908.....	1,392,783	6	10	12	66	1,392,877
1909.....	2,160,890		41	2	28	2,160,961
1910.....	1,431,922		5	115	43	1,432,085
1911.....	1,116,116		8	61	160	1,116,345
1912.....	921,757			221	112	922,090
1913.....	5,556,090		2	54	45	5,556,191
1914.....	10,905,712		94,825		21	11,000,558

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Canada, by Countries, Years 1874 to 1914.

Belgium.	Germany.	Holland.	Italy.	Mexico	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
.....	.....	.....	.....	.....	39,745,087	.....	3,745,087	3,748,270
.....	.....	.....	.....	.....	5,413,844	.....	5,413,844	5,419,054
.....	.....	.....	.....	.....	10,164,551	35	10,164,586	10,168,176
.....	.....	.....	.....	.....	6,243,033	3	6,243,036	6,345,697
.....	500	.....	.....	.....	6,498,444	.....	6,498,944	7,267,399
.....	.....	.....	.....	.....	5,193,324	17	5,193,341	5,383,922
13,400	.....	.....	.....	.....	6,732,403	2	6,745,805	7,239,562
.....	.....	.....	.....	.....	8,724,931	25	8,724,956	8,800,579
.....	.....	.....	.....	.....	11,577,251	.....	11,577,251	11,588,446
.....	.....	.....	.....	.....	8,741,626	40	8,741,666	8,817,216
7,160	.....	.....	.....	.....	7,700,581	48	7,707,789	7,780,262
.....	.....	.....	.....	.....	9,028,314	.....	9,028,314	9,067,395
.....	.....	.....	.....	.....	8,528,287	.....	8,528,287	8,554,302
.....	.....	.....	.....	.....	9,437,717	3	9,437,720	9,456,964
.....	.....	.....	.....	.....	9,360,521	35	9,360,556	9,370,158
.....	.....	.....	.....	.....	9,934,501	.....	9,934,501	9,948,207
.....	.....	.....	.....	.....	9,939,745	18	9,939,763	9,975,903
.....	.....	.....	.....	.....	4,751,953	10	4,751,963	4,892,327
.....	.....	39,849	.....	.....	2,721,168	.....	2,761,017	5,202,768
.....	.....	.....	.....	.....	1,341,398	53,762	1,485,160	2,040,648
.....	.....	.....	.....	.....	493,551	.....	493,551	597,405
.....	.....	.....	.....	.....	1,674,193	19	1,674,212	1,708,370
.....	6,128	.....	.....	.....	787,787	10	793,925	840,725
18,954	30,489	.....	.....	.....	1,246,343	.....	1,295,786	1,831,094
.....	50,216	.....	.....	.....	84,083	25	134,324	443,656
.....	.....	.....	.....	.....	122,374	60	122,434	238,948
202,078	27,039	.....	8,297	.....	164,468	.....	401,882	2,156,282
176,515	.....	.....	5,083	.....	190,547	1,500	373,645	2,386,371
78,961	.....	.....	13,027	.....	17,461	.....	109,449	457,117
257,926	.....	.....	7,436	.....	37,112	.....	302,474	947,012
181,172	1,250	72,513	.....	.....	86,175	9,084	350,194	1,057,670
120,990	23,975	7,375	.....	.....	101,111	.....	253,451	1,041,208
23,890	5,581	2,400	.....	.....	47,245	.....	89,116	880,028
16,699	.....	.....	.....	46,354	19,094	.....	82,147	1,198,130
276,031	1,256	.....	.....	95,912	210,788	13,580	597,567	1,990,444
250,798	.....	93,420	.....	188,060	266,096	.....	798,374	2,959,335
183,752	54,380	129,858	.....	97,230	147,596	.....	612,816	2,044,901
111,288	.....	14,000	.....	217,325	86,295	.....	428,908	1,545,253
.....	17,000	.....	.....	202,609	919,967	1	1,139,577	2,061,667
29,647	31,929	64,923	773,281	4	899,784	6,455,975
35,025	134,222	245,343	32,370	1,584,851	2,031,811	13,032,369

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No. 35.—QUANTITY of Wheat Flour Exported from Canada, by Countries,
Years 1874 to 1914.

Fiscal Years.	Great Britain.	Australasia.	Bermuda.	British Africa.	British Guiana.	British West Indies.	Hong Kong.	Malta.
	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.
1874.....	307,391					127		
1875.....	158,821					41		
1876.....	204,445					14		
1877.....	128,875					175		
1878.....	339,869				1	358		
1879.....	445,074					1,609		
1880.....	449,368					759		
1881.....	76,008					79		
1882.....	370,775					325		
1883.....	359,724					306		
1884.....	158,926					117		
1885.....	86,168					64		
1886.....	235,027					433		
1887.....	345,769					229		
1888.....	229,420					219		
1889.....	79,437					26		
1890.....	87,071					200		
1891.....	181,543					399		
1892.....	240,329	1			3,270	8,219		
1893.....	204,687	1			2,798	11,460		
1894.....	203,467				3,940	7,831		
1895.....	104,501				300	3,561	4,500	
1896.....	89,428	1,193			300	335	1,275	
1897 (9 mos.).....	246,754	91,641				199	3,000	
1898.....	908,399	25,351			2,189	15,288	1,000	
1899.....	540,971	17,107			2,178	21,890	1	
1900.....	455,075	39,560		31,457	1,110	12,635	2	
1901.....	770,714	47,484		500	2,030	33,722		
1902.....	648,199	69,118		85,913	7,918	36,775		
1903.....	633,250	171,763		143,949	23,999	43,624	363	
1904.....	940,040	13,148		155,261	26,058	49,007	570	
1905.....	592,598	6,616	24,329	181,899	20,288	107,483		566
1906.....	943,777	6,281	6,241	119,766	14,083	76,112	725	5,146
1907.....	633,493	4,871	2,674	81,572	13,481	49,732	2,308	7,715
1908.....	1,130,617	255	7,171	207,157	29,052	78,845	8,892	5,489
1909.....	1,029,086	476	6,541	187,738	28,133	69,172	19,135	1,618
1910.....	1,877,436	991	16,502	234,259	35,569	189,685	20,768	1,782
1911.....	1,884,655	2,225	19,228	189,098	50,724	365,474	14,951	2,621
1912.....	2,338,851	3,108	17,447	*199,227	51,161	369,859	24,770	3,735
1913.....	2,880,157	20	17,367	317,376	67,205	363,673	40,103	5,662
1914.....	2,794,657	61	18,806	256,421	80,992	492,687	154,064	21,878

*Includes British East Africa 2,974, British West Africa 8,866.

SESSIONAL PAPER No. 10d

No. 36.—QUANTITY of Wheat Flour Exported from Canada, by Countries,
Years 1874 to 1914.—*Continued.*

Fiscal Years.	New-found-land.	Other British.	Total British Empire.	China.	Den-mark.	Hol-land.	Japan.	Nor-way.	Sweden.
	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.
1874.....	82,682		390,200						
1875.....	99,735		258,597						
1876.....	103,352		307,811						
1877.....	101,782		230,832						
1878.....	107,392		447,620						
1879.....	103,021		549,704						
1880.....	85,032		535,159						
1881.....	57,806		433,893						
1882.....	90,684		461,784						
1883.....	118,420		478,450						
1884.....	36,590		195,633						
1885.....	34,023		120,255						
1886.....	129,899		365,359						
1887.....	165,678		511,676						
1888.....	111,493		341,132				100		
1889.....	48,687		128,150						
1890.....	19,335		106,606				3		
1891.....	99,438		281,380				1		
1892.....	109,239		361,158	1,760		2,818	690		
1893.....	176,971		395,917	4,944			1		
1894.....	201,583	30	416,841				128		
1895.....	96,895		209,757				1,000		
1896.....	88,430	52	181,013						
1897 (9 mos.).....	67,938	1,300	410,832	2,420		160			
1898.....	283,811	250	1,236,288	5		150	5	57	
1899.....	179,103	536	761,786			250			
1900.....	218,332		758,171				2,379		
1901.....	234,259		1,088,709	1,530	168	1,728	3,035		
1902.....	218,458	39	1,066,420		1,015	182			
1903.....	223,210	8,651	1,248,809	708	5,142	275	611	3,203	
1904.....	228,984	13,042	1,426,110	2,508	9,445	3,221	34,296	18,092	
1905.....	282,860	2,132	1,218,771		12,675	3,365	17,113	15,041	
1906.....	240,040	3,361	1,415,532	1,768	8,659	22,958	20,232	16,495	888
1907.....	169,047	1,305	966,198	24,419	8,536	27,813	27,668	23,124	448
1908.....	259,491	3,379	1,731,348	112,104	9,452	9,387	31,956	18,065	1,795
1909.....	231,591	7,378	1,580,868	5,049	17,298	4,362	12,534	39,226	448
1910.....	313,590	4,905	2,695,487	4,451	71,703	26,593	13,985	87,917	856
1911.....	248,054	713	2,777,743	1,697	67,559	24,223	3,595	75,529	530
1912.....	305,570	5,002	3,318,730	37,306	102,952	27,777	6,275	110,557	2,564
1913.....	276,779	9,132	3,977,474	25,246	89,739	68,247	14,482	137,736	1,581
1914.....	286,813	8,793	4,115,172	26,632	104,456	90,043	27,032	169,233	1,836

No. 36.—QUANTITY of Wheat Flour Exported from Canada, by Countries, Years 1874 to 1914.—*Concluded.*

Fiscal Years.	Russia.	Egypt.	St. Pierre.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
1874			9,951	138,845	1,321	150,117	540,317
1875			8,651	35,160	375	44,186	302,783
1876.....			8,479	98,057	1,157	107,693	415,504
1877.....			5,548	30,405	1,820	37,773	268,605
1878			5,715	21,631	1,465	28,811	476,431
1879.....			4,946	20,247	50	25,243	574,947
1880.....			1,183	8,249		9,432	544,591
1881.....			905	4,758	172	5,835	439,728
1882.....			1,151	4,016	2,788	7,955	469,739
1883.....			4,342	2,820	3,434	10,596	489,046
1884			275	1,236	245	1,756	197,389
1885			744	2,736	42	3,522	123,777
1886.....			3,480	17,070	190	20,740	386,099
1887.....			2,425	4,695	1,417	8,537	520,213
1888.....			2,956	5,076	851	8,983	350,115
1889.....			1,259	1,527	245	3,031	131,181
1890.....			949	7,472	69	8,493	115,099
1891.....			1,393	12,439	1,571	15,404	296,784
1892.....			2,597	3,998	7,975	19,838	380,996
1893.....			5,086	2,412	1,825	14,268	410,185
1894			1,782	3,862	5,997	11,769	428,610
1895			1,996	2,818	7,404	13,218	222,975
1896.....			2,143	2,430	1,130	5,703	186,716
1897 (9 mos.).....			3,333	4,270	743	10,926	421,758
1898.....			3,287	5,392	4,254	13,150	1,249,438
1899.....			708	5,052	24,740	30,750	792,536
1900.....			1,757	3,834	2,021	9,991	768,162
1901.....			1,065	14,682	7,783	29,991	1,118,700
1902.....		204	2,459	10,485	5,883	20,228	1,086,648
1903.....	5,488		1,562	18,940	3,028	38,957	1,287,766
1904.....	24,489		1,783	40,958	17,598	161,490	1,587,600
1905.....	7,869		4,606	31,072	10,957	102,698	1,321,469
1906.....	4,462		4,656	25,772	10,592	116,482	1,532,014
1907.....	7,948			3,734	2,683	125,925	1,092,123
1908.....	12,494	3,883		29,309	4,742	231,392	1,962,740
1909.....	5,382	2,342	688	58,253	11,588	157,170	1,738,038
1910.....	6,439	4,001	4,217	126,155	22,224	368,541	3,064,028
1911.....	10,334	275		25,967	64,694	271,303	3,049,046
1912.....	13,223	225	7,193	58,403	53,631	420,106	3,738,836
1913.....	24,927	7,232		29,983	102,977	500,569	4,478,043
1914.....	28,564	12,809	3,393	19,436	*233,577	717,011	4,832,183

*Includes Exports to Austria-Hungary 18,193.
Germany 28,878.
Portuguese Africa 11,510.
Turkey in Europe 114,706.
Venezuela 20,745.

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No. 37.—RATES, by rail, on grain from points in Manitoba, Saskatchewan, and Alberta by the Canadian Pacific Railway to Fort William and Port Arthur.

From points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
<i>Manitoba.</i>		Cts.	Cts.	Cts.	Cts.	Cts.
Binscarth.....	Fort William and Port Arthur	15	15	15	15	16
Boissevain.....	"	13	13	13	13	14
Brandon.....	"	13	13	13	13	14
Carberry.....	"	13	13	13	13	14
Carman.....	"	12	12	12	12	13
Crystal City.....	"	13	13	13	13	14
Dalny.....	"	15	15	15	15	16
Deloraine.....	"	15	15	15	15	16
Dominion City.....	"	12	12	12	12	13
Emerson.....	"	12	12	12	12	13
Gladstone.....	"	13	13	13	13	14
Hamiota.....	"	15	15	15	15	16
Killarney.....	"	13	13	13	13	14
MacDonald.....	"	12	12	12	12	13
Minnedosa.....	"	13	13	13	13	14
Neepawa.....	"	13	13	13	13	14
Portage la Prairie.....	"	12	12	12	12	13
Souris.....	"	14	14	14	14	15
Shoal Lake.....	"	15	15	15	15	16
Westbourne.....	"	13	13	13	13	14
Winnipeg.....	"	10	10	10	10	12
<i>Saskatchewan.</i>						
Assiniboia.....	"	20	20	20	20	21
Abernethy.....	"	17	17	17	17	18
Burrows.....	"	16	16	16	16	17
Esterhazy.....	"	16	16	16	16	17
Indian Head.....	"	17	17	17	17	18
Moosomin.....	"	16	16	16	16	17
Moosejaw.....	"	18	18	18	18	19
Qu'Appelle.....	"	17	17	17	17	18
Regina.....	"	18	18	18	18	19
Yorkton.....	"	17	17	17	17	18
Expanse.....	"	19	19	19	19	20
Westerham.....	"	23	23	23	23	24
Vanguard.....	"	21	21	21	21	22
<i>Alberta.</i>						
Calgary.....	"	24	24	24	24	25
Carstairs.....	"	25	25	25	25	26
Edmonton.....	"	25	25	25	25	26
Medicine Hat.....	"	22	22	22	22	23
Macleod.....	"	24	24	24	24	25
Lacombe.....	"	25	25	25	25	26
Lethbridge.....	"	23	23	23	23	24
Red Deer.....	"	25	25	25	25	26
Strathcona.....	"	25	25	25	25	26
Wetaskiwin.....	"	25	25	25	25	26
Consort.....	"	24	24	24	24	25

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WESTERN RATES.

No. 37.—RATES, by rail, on Grain from Points in Alberta and Saskatchewan to Points in British Columbia for local delivery by Canadian Pacific Railway.

From Points in	To Points in									
	Rate per 100 Lbs'									
	Westminster, B.C.	Fernie, B.C.	Cranbrook, B.C.	Nelson, B.C.	Grand Forks, B.C.	Golden, B.C.	Revelstoke, B.C.	Kamloops, B.C.	Vancouver, B.C.	Victoria, B.C.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Edmonton, Alberta.....	32½	27	29½	33½	35	25½	29½	32	32½	35
Camrose, Alberta.....	33½	26½	28½	32	35	25	27½	32	33½	36
Hardisty, Alberta.....	36½	28½	31	35	36	27	31	33½	36½	39
Swift Current, Sask.....	40	26½	27½	32	35	30	32	33½	40	42½
Moose Jaw, Sask.....	42	30	32	35	37	33½	35½	38½	42	44½
Calgary, Alberta.....	32½	19	22	27	31	16½	21½	27	32½	35
Medicine Hat, Alberta.....	32½	20½	22½	27½	31½	25	27½	32	32½	35
Regina, Sask.....	42	31½	33½	36	38½	35	36	40	42	44½

Rates by rail on grain for export from Moosejaw, to Vancouver, B.C., is 28½c. per 100 lbs.; from Calgary to Vancouver, B.C., is 19½c. per 100 lbs.

SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain from Points in Manitoba, Saskatchewan, and Alberta by the Canadian Northern Railway to Port Arthur.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
<i>Manitoba.</i>		Cts.	Cts.	Cts.	Cts.	Cts.
Brandon.....	Port Arthur.....	13	13	13		14
Carman.....	".....	12	12	12		13
Emerson.....	".....	12	12	12		13
Enterprise.....	".....	13	13	13		14
Dauphin.....	".....	15	15	15		16
Deloraine.....	".....	15	15	15		16
Gladstone.....	".....	13	13	13		14
Hartney.....	".....	15	15	15		16
Minto.....	".....	13	13	13		14
Neepawa.....	".....	13	13	13		14
Portage la Prairie.....	".....	12	12	12		13
Russell.....	".....	15	15	15		16
Swan River.....	".....	16	16	16		17
Swan Lake.....	".....	13	13	13		14
Winnipeg.....	".....	10	10	10		12
White Plains.....	".....	12	12	12		13
Virden.....	".....	15	15	15		16
<i>Saskatchewan.</i>						
Alsask.....	".....	25	25	25		26
Aberdeen.....	".....	22	22	22		23
Battleford.....	".....	23	23	23		24
Bengough.....	".....	19	19	19		20
Blain Lake.....	".....	24	24	24		25
Carlyle.....	".....	16	16	16		17
Conquest.....	".....	23	23	23		24
Condie.....	".....	18	18	18		19
Dalmeny.....	".....	23	23	23		24
Dinsmore.....	".....	23	23	23		24
Elrose.....	".....	24	24	24		25
Girvin.....	".....	21	21	21		22
Gravelbourg.....	".....	20	20	20		21
Hanna.....	".....	25	25	25		26
Humboldt.....	".....	21	21	21		22
Laird.....	".....	23	23	23		24
Maryfield.....	".....	16	16	16		17
Melfort.....	".....	22	22	22		23
Munster.....	".....	21	21	21		22
Kindersley.....	".....	24	24	24		25
Kipling.....	".....	17	17	17		18
Prince Albert.....	".....	23	23	23		24
Radville.....	".....	18	18	18		19
Regina.....	".....	18	18	18		19
Rosthern.....	".....	23	23	23		24
Rosetown.....	".....	24	24	24		25
Saskatoon.....	".....	22	22	22		23
Vonda.....	".....	22	22	22		23
Warman.....	".....	22	22	22		23
Zealandia.....	".....	23	23	23		24
<i>Alberta.</i>						
Calgary.....	".....	24	24	24		25
Camrose.....	".....	25	25	25		26
Edmonton.....	".....	25	25	25		26
Fort Saskatchewan.....	".....	25	25	25		26
Lamont.....	".....	25	25	25		26
Lloydminster.....	".....	24	24	24		25
Morinville.....	".....	26	26	26		27
Munson.....	".....	25	25	25		26

No. 37.—RATES, by rail, on grain from points in Manitoba, Saskatchewan and Alberta by the Canadian Northern Railway to Port Arthur.—Continued.

From Points in.	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Blax.
Alberta.—Con.		Cts.	Cts.	Cts.	Cts.	Cts.
N. Edmonton.....	Port Arthur.....	25	25	25	.....	26
Stettler.....	".....	25	25	25	.....	26
Spruce Grove.....	".....	26	26	26	.....	27
Stony Plains.....	".....	26	26	26	.....	27
Strathcona.....	".....	25	25	25	.....	26
Sylvan Lake.....	".....	26	26	26	.....	27
Vegreville.....	".....	25	25	25	.....	26
Vermilion.....	".....	24	24	24	.....	25

Through Rates on grain and grain products to stations in Ontario, Quebec, and Maritime Provinces, via Port Arthur, Ont., and All-rail Route, will be made by adding to the rates to Port Arthur, Ont., named herein, the rates from Port Arthur to destination named in Canadian Pacific Railway Tariff No. E. 2080, C.R.C. No. E. 2480 (not on file with I.C.C.) effective December 6th 1912, supplements thereto and reissues thereof.

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No. 37.—RATES, by rail, on grain from Points in Manitoba, Saskatchewan, and Alberta by the Canadian Northern Railway to Duluth, Minn., and Superior, Wis.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Brandon.....	Duluth and Superior, Wis.....	13	13	13	13	14
Carman.....	“.....	12	12	12	12	13
Emerson.....	“.....	12	12	12	12	13
Enterprise.....	“.....	13	13	13	13	14
Dauphin.....	“.....	15	15	15	15	16
Gladstone.....	“.....	13	13	13	13	14
Minto.....	“.....	13	13	13	13	14
Portage la Prairie.....	“.....	12	12	12	12	13
Swan Lake.....	“.....	13	13	13	13	14
Winnipeg.....	“.....	12	12	12	12	13
White Plains.....	“.....	12	12	12	12	13
Virden.....	“.....	15	15	15	15	16
<i>Saskatchewan.</i>						
Alsask.....	“.....	25	25	25	25	26
Aberdeen.....	“.....	22	22	22	22	23
Battleford.....	“.....	23	23	23	23	24
Bengough.....	“.....	19	19	19	19	20
Blain Lake.....	“.....	24	24	24	24	25
Carlyle.....	“.....	16	16	16	16	17
Conquest.....	“.....	23	23	23	23	24
Condie.....	“.....	18	18	18	18	19
Dalmeny.....	“.....	23	23	23	23	24
Girvin.....	“.....	21	21	21	21	22
Humboldt.....	“.....	21	21	21	21	22
Maryfield.....	“.....	16	16	16	16	17
Melfort.....	“.....	22	22	22	22	23
Munster.....	“.....	21	21	21	21	22
Kindersley.....	“.....	24	24	24	24	25
Kipling.....	“.....	17	17	17	17	18
Prince Albert.....	“.....	23	23	23	23	24
Radville.....	“.....	18	18	18	18	19
Regina.....	“.....	18	18	18	18	19
Saskatoon.....	“.....	22	22	22	22	23
Vonda.....	“.....	22	22	22	22	23
Warman.....	“.....	22	22	22	22	23
Zealandia.....	“.....	23	23	23	23	24
<i>Alberta.</i>						
Camrose.....	“.....	25	25	25	25	26
Edmonton.....	“.....	25	25	25	25	26
Fort Saskatchewan.....	“.....	25	25	25	25	26
Lamont.....	“.....	25	25	25	25	26
Lloydminster.....	“.....	24	24	24	24	25
Munson.....	“.....	25	25	25	25	26
N. Edmonton.....	“.....	25	25	25	25	26
Stettler.....	“.....	25	25	25	25	26
Spruce Grove.....	“.....	26	26	26	26	27
Strathcona.....	“.....	25	25	25	25	26
Vegreville.....	“.....	25	25	25	25	26
Vermilion.....	“.....	24	24	24	24	25

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No. 37.—PROPORTIONATE Rates, by rail, on grain from Points in Manitoba, Saskatchewan, and Alberta by the Grand Trunk Pacific to Fort William and Westfort, Ont.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Cabot.....	Fort William or Westfort.....	12	12	12	12	13
Gregg.....	".....	13	13	13	13	14
Lazare.....	".....	15	15	15	15	16
Portage la Prairie.....	".....	12	12	12	12	13
Uno.....	".....	15	15	15	15	16
<i>Saskatchewan.</i>						
Asquith.....	".....	23	23	23	23	24
Bradwell.....	".....	22	22	22	22	23
Fenwood.....	".....	17	17	17	17	18
Kelliher.....	".....	19	19	19	19	20
Nokomis.....	".....	21	21	21	21	22
Punnichy.....	".....	19	19	19	19	20
South Saskatoon.....	".....	22	22	22	22	23
Tate.....	".....	20	20	20	20	21
Venn.....	".....	21	21	21	21	22
Watrous.....	".....	22	22	22	22	23
<i>Alberta.</i>						
Chauvin.....	".....	24	24	24	24	25
Edmonton.....	".....	25	25	25	25	26
Holden.....	".....	25	25	25	25	26
Ryley.....	".....	25	25	25	25	26
Viking.....	".....	25	25	25	25	26
Wainwright.....	".....	24	24	24	24	25

No. 37.—RATES, by rail, on grain from Points in Manitoba, by the Great Northern Railway to Duluth.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Brandon.....	Duluth, Minn., Superior, Wis., St. Paul, Minn., and Minne- sota Transfer, Minnesota....	13	13	13	13	14
Boissevain.....	“ “	13	13	13	13	14
Minto.....	“ “	13	13	13	13	14
Wakopa.....	“ “	13	13	13	13	14
Portage la Prairie.....	“ “	12	12	12	12	13
Carman.....	“ “	12	12	12	12	13
Plum Coulee.....	“ “	12	12	12	12	13
Morden.....	“ “	12	12	12	12	13

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No. 37.—RATES, by rail, on grain from Fort William and Port Arthur by the Canadian Pacific Railway to the undermentioned points.

From Fort William and Port Arthur to Points in		Rate per 100 lb.
<i>Ontario.</i>		Cts.
Arnprior.....		20
Belleville.....		20
Brantford.....		20
Brockville.....		20
Carleton Place.....		20
Chalk River.....		20
Cornwall.....		20
Depot Harbour.....		20
Essex.....		22
Galt.....		20
Gananoque.....		22 ¹ ₂
Guelph.....		20
Goderich.....		20
Hamilton.....		20
Ingersoll.....		20
Kempton.....		20
Kingston.....		20
London.....		20
Niagara Falls.....		20
Orillia.....		20
Owen Sound.....		20
Ottawa.....		20
Palmerston.....		20
Pembroke.....		20
Perth.....		20
Prescott.....		20
Peterborough.....		20
Toronto.....		20
Windsor.....		20
<i>Quebec.</i>		
Athelstan.....		25
Aylmer.....		22 ¹ ₂
Beauharnois.....		23
Beauport.....		27 ¹ ₂
Chicoutimi.....		32
Cookshire.....		27
Coteau Junction.....		20
Dorval.....		20
Gracefield.....		25
Howick.....		23
Huntingdon.....		24
Iberville Junction.....		23
Joliette.....		24
Knowlton.....		25
Levis.....		25
Montreal.....		20
Ormstown.....		24
Quebec.....		25
Rimouski.....		32 ¹ ₂
St. Hyacinthe.....		23
St. Polycarpe Junction.....		20
Shawenegan Falls.....		25
Shawville.....		24
Sherbrooke.....		25
Sorel.....		26
Stanstead.....		27
Three Rivers.....		25
Valleyfield.....		20
Waterloo.....		25

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No. 37.—RATES, by rail, on Grain by Canadian Pacific Railway from Fort William and Port Arthur to the undermentioned points.

From Fort William and Port Arthur to Points in	Rate per 100 lb.
<hr/>	
New Brunswick.	Cts.
Bathurst.....	32½
Campbellton.....	32½
Dalhousie Junction.....	32½
Edmundston.....	34
Fredericton.....	30
Grand Falls.....	38
Moncton.....	31½
St. John.....	30
West St. John.....	30
Woodstock.....	35
Nova Scotia.	
Antigonish.....	35
Dartmouth.....	32½
Glace Bay.....	39½
Haliburton.....	32½
Halifax.....	32½
Mulgrave.....	36½
Stillwater.....	34
Pictou.....	32½
Sydney.....	37
Truro.....	32½
Yarmouth.....	34
Export Rates.	
†Montreal.....	20
*West St. John, St. John, N.B., and Halifax, N.S.—	
Wheat.....	23·7
Oats and Barley.....	21·2
Flaxseed.....	37·3
Rye.....	21·2
Flour.....	22·2

†Rates includes switching to steamship wharves, also wharfage.
*Applicable only on shipments consigned through to British and foreign countries, except Canada, the United States, Mexico, Newfoundland and Islands of St. Pierre and Miquelon.

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No. 37 —RATES, by rail, on grain from Georgian Bay and Lake Huron Ports by Canadian Pacific Railway to the undermentioned points.

From	To	Rate.
Goderich.....	Ottawa.....	10c. per 100 lb.
".....	Smith's Falls.....	10c. "
".....	Prescott.....	10c. "
".....	Sharbot Lake.....	10c. "
".....	Arnprior.....	10c. "
".....	Tweed.....	10c. "
".....	Agincourt.....	8c. "
".....	Peterboro.....	10c. "
Port McNicoll.....	Sharbot Lake.....	9c. "
".....	Tweed.....	9c. "
".....	Agincourt.....	7c. "
".....	Peterboro.....	5c. "
Port McNicoll and Goderich.....	Montreal.....	10c. "
".....	Riviere du Loup.....	22½c. "
".....	Matapedia.....	22½c. "
".....	Montmagny.....	20c. "
".....	Fredericton, N.B.....	20c. "
".....	West St. John, N.B.....	20c. "
".....	Moncton, N.B.....	22½c. "
".....	Woodstock, N.B.....	25c. "
".....	Halifax, N.S.....	22½c. "
".....	Truro, N.S.....	22½c. "
".....	Sydney, N.S.....	27½c. "
*Port McNicoll (for export to British and foreign countries, except Newfoundland		{ 5c. per bush., wheat.
		{ 3¼c. " oats.
	Montreal.....	{ 4¼c. " barley.
		{ 5c. " flax.
St. Pierre, Miquelon and United States.....		{ 5½c. " wheat.
	West St. John.....	{ 4¾c. " barley.
	St. John.....	{ 3½c. " oats.
		{ 5½c. " flax.

*The rates above quoted for Export grain include cost of elevation from steamer to lake port elevators and 30 days' storage therein. They also include at *Montreal* elevation and delivery to ocean steamers, and 20 days' storage at that port.
At West St. John there is an extra charge of ⅓ of a cent per bushel, which includes 30 days' free storage at that port.
The above rates do not include fire insurance in the elevator.

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No. 37.—RATES, by rail, on grain from Georgian Bay and Lake Huron Ports by Grand Trunk Railway to the undermentioned points.

From.	To.	Rate.
Midland.....	Kingston.....	7½c. per 100 lbs.
".....	Peterborough.....	5c. "
Goderich.....	London.....	4½c. "
Midland.....	Toronto.....	5½c. "
Goderich.....	".....	6c. "
Owen Sound.....	".....	5½c. "
All Ports.....	Montreal.....	10c. "
".....	Three Rivers.....	15c. "
".....	Sorel.....	16c. "
".....	Quebec.....	15c. "
".....	Sherbrooke.....	15c. "
".....	Stanstead.....	17c. "
Collingwood.....	".....	20c. "
Depot Harbor.....	".....	20c. "
Goderich.....	Fredericton.....	20c. "
Midland.....	St. John.....	20c. "
Port Colborne.....	".....	20c. "
Tiffin.....	".....	20c. "
Collingwood.....	Halifax.....	22½c. "
Depot Harbor.....	".....	22½c. "
Goderich.....	".....	22½c. "
Midland.....	".....	22½c. "
Port Colborne.....	".....	22½c. "
Tiffin.....	".....	22½c. "
All Ports.....	Montreal (export).....	5c. per bush. wheat.
".....	".....	4¼c. " corn.
".....	".....	4¼c. " barley.
".....	".....	3¾c. " oats.
".....	*St. John & Portland (export).....	5½c. " wheat.
".....	".....	5½c. " flax.
".....	".....	5½c. " rye.
".....	".....	4¾c. " corn.
".....	".....	4¾c. " barley.
".....	".....	3.50 " oats.
".....	Halifax (export).....	6.10 " wheat.
".....	".....	6.06 " flax.
".....	".....	5.81 " rye.
".....	".....	5.31 " corn.
".....	".....	5.23 " barley.
".....	".....	3.82 " oats.

*St. John Applies only on shipments in bags.
The rates above quoted for Export grain are exclusive of Insurance, but include cost of elevation from steamer to lake port elevators and storage therein for 15 days from Sept. 1st to Dec. 15th, and 30 days from Dec. 16th to Aug. 31st. They also include at *Montreal* elevation and delivery to ocean steamers, and 20 days' storage at that port.

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No. 37.—RATES, by rail, on grain and grain products from Montreal, Local, furtherance to outposts in N. B., N. S., Newfoundland, P. E. I., and Export Rates to Europe, West Indies, Bermuda, South America, South Africa, etc., by the Intercolonial Railway to points below.

RATES ON GRAIN AND GRAIN PRODUCTS, FROM MONTREAL.

To.	Local.	Furtherance to Outports in N. B. & N. S. Newfoundland, P.E. Island.	Export Rates Europe, West Indies, Bermuda, South America, South Africa.	Corn, ex. Water.	Wheat, Oats and Barley, ex. Water.
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.
Villeroy.....	7			7	5 $\frac{1}{2}$
Quebec.....	9			8	6 $\frac{1}{2}$
Levis.....	9			8	6 $\frac{1}{2}$
Montmagny.....	9			10	10
Riviere-du-Loup.....	12 $\frac{1}{2}$			11	12 $\frac{1}{2}$
Mont Joli.....	14			11	13
Matapedia.....	15			12	14
Campbellton.....	15			12	14
Newcastle.....	16 $\frac{1}{2}$			12 $\frac{1}{2}$	16
Chatham.....	16 $\frac{1}{2}$			12 $\frac{1}{2}$	16
Fredericton.....	17 $\frac{1}{2}$			13	15
Moncton.....	17 $\frac{1}{2}$	12 $\frac{1}{2}$		11	15
Point du Chene.....	17 $\frac{1}{2}$	14 $\frac{1}{2}$		13	16
Petitcodiac.....	17 $\frac{1}{2}$			13	16
Sussex.....	17 $\frac{1}{2}$			13	16
St. John.....	17 $\frac{1}{2}$	12 $\frac{1}{2}$	Grain, 12 Flour, 12 $\frac{1}{2}$ Grain products, 12 $\frac{1}{2}$	11	15
Sackville.....	17 $\frac{1}{2}$			11	16
Amherst.....	17 $\frac{1}{2}$			11	16
Pictou.....	17 $\frac{1}{2}$	14 $\frac{1}{2}$		12	16
Truro.....	17 $\frac{1}{2}$			12	16
New Glasgow.....	17 $\frac{1}{2}$			12	16
Antigonish.....	18 $\frac{1}{2}$			15 $\frac{1}{2}$	18 $\frac{1}{2}$
Mulgrave.....	18 $\frac{1}{2}$	15 $\frac{1}{2}$		15 $\frac{1}{2}$	18 $\frac{1}{2}$
Pt. Tupper.....	20			17 $\frac{1}{2}$	20
North Sydney.....	20	16 $\frac{1}{2}$		16	20
Sydney.....	20	16 $\frac{1}{2}$		16	20
Dartmouth.....	17 $\frac{1}{2}$	12 $\frac{1}{2}$		12	16
Halifax.....	17 $\frac{1}{2}$	12 $\frac{1}{2}$	Grain, 12 Flour, 12 $\frac{1}{2}$ Grain products, 12 $\frac{1}{2}$	12	16

NOTE.— Furtherance to New Brunswick outports made from Moncton and St. John.
Furtherance to Nova Scotia outports made from Halifax
Furtherance to Prince Edward Island via Pictou and Point du Chene.
Furtherance to Newfoundland outports from North Sydney and Halifax.

REPORT OF GRAIN CHEMIST, WINNIPEG.

ESTABLISHMENT OF LABORATORY.

In the fall of 1913 it was definitely decided to establish at Winnipeg a laboratory for conducting systematic milling, baking, and chemical tests on grain, and for the carrying out of certain research work connected therewith. Much valuable work of this character had already been accomplished by the laboratories of the Chemist and Cerealist of the Department of Agriculture, at Ottawa; but, as the problems connected with the chemistry of grain were becoming increasingly important, it was felt that it was advisable to establish a laboratory devoted exclusively to the systematic examination of cereals and to the study of certain problems of great importance connected with the grain trade.

JOINT INSTALLATION.

The chemist in charge was appointed early in December, 1913, and the selection of a suitable location for the laboratory was the first matter to receive attention. As the Department of The Inland Revenue had also decided to locate a new laboratory at Winnipeg, it appeared mutually advantageous that the two laboratories should be located in the same building, if possible, thus avoiding the duplication of costly apparatus and equipment which would be necessary for the carrying out of the work of both laboratories. Ample quarters for both were found on the first floor, Postal Station B, corner of Magnus Avenue and Main Street, Winnipeg. Plans and specifications were drawn up and the work of installing the equipment handed over to the Department of Public Works. By the month of June the experimental mill and the baking outfit were installed and the work of the examination of the samples of the various grades of wheat, as received from the office of the Chief Grain Inspector at Winnipeg, was commenced. In July, owing to the resignation of the Cereal Technologist, this part of the work had to be temporarily suspended. It was renewed again in September, and in November, Mr. A. W. Alcock was appointed Assistant Chemist.

With the exception of a few minor details, the laboratory was now practically equipped for work, and the chemical examination of the samples of the wheat and the flour was begun, in addition to the milling and baking tests. An account of this investigation, together with that relating to the crop of 1914, will form the subject of a separate report to be submitted in due source.

MOISTURE CONTENT.

In addition to the problems relating to the grading of grain, the question of the moisture content has received considerable attention. A large number of moisture tests on wheat, barley, oats, and flax were made at the offices of the Inspection Department at Winnipeg, Fort William, and Montreal, the general supervision of the work being undertaken by the laboratory. In all cases it was endeavoured to preserve the identity of the grain, in so far as this

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was possible, in order to detect any changes which might take place during transit. The accuracy of the results obtained at the different offices was made the subject of a particular investigation. Identical samples of grain were sent to the grain inspectors' offices at the various points, and the percentage of moisture determined in each case. The results showed that the apparatus as employed at these offices, while doubtless supplying information of great value for the proper grading of grain, does not, however, furnish results of sufficient accuracy to detect the comparatively slight changes in the moisture content which would be likely to take place during transit from the head of the Lakes to Montreal, and for the purpose of accurate scientific investigation this method is, in the opinion of the chemist, quite useless. For any purpose, however, where a high degree of accuracy is not necessary, the figures obtained will, doubtless, furnish fairly reliable information, and it is hoped that the data obtained from these investigations will prove of value to the Board of Grain Commissioners, to whom the results have been forwarded.

VALUE OF MOISTURE TEST.

The great advantage of a thoroughly reliable and also rapid method for the determination of moisture in cereals is obvious, and now that the laboratory is equipped for accurate scientific research, this problem is being thoroughly investigated. The method employed by the inspection offices possesses the advantage that it can be carried out by any careful operator and the results obtained in about thirty minutes, or less, while the more accurate method requires a trained assistant, a very considerable length of time, and the use of expensive and delicate apparatus; so that it is obviously quite impracticable to use this latter method in the actual grading of grain. It is thus highly desirable that some rapid, but also reliable, means be found for determining the amount of moisture in cereals, and the attention of the laboratory is being devoted to this problem at the present time. The results obtained so far, appear to indicate that a slight modification of the method at present employed at the inspection offices will yield percentages very much more in accordance with those obtained in the laboratory, while the time employed should not be appreciably greater. This work is still in progress, and a detailed statement of the results of the investigation will follow in due course.

EXTENSION OF STUDY OF EFFECT OF MOISTURE ON GRAIN.

As soon as the work in hand is completed, it is proposed, as opportunity occurs, to make a more extended study of the effect of moisture on grain, and the problems relating thereto. Comparatively little is known regarding this subject and the chemical changes which take place are very obscure and very complicated. It is hoped, however, that careful study and research will lead to information which will prove of distinct value in the solution of the various difficulties arising from excess of moisture in grain.

A large amount of data is being collected in connection with both the investigations above outlined, but the work is not yet sufficiently advanced to warrant the publication of any report of the results at the present time.

EQUIPMENT OF THE LABORATORY.

The laboratory has been equipped with a complete outfit for carrying on milling and baking tests for the chemical examination of wheat, flour, and other mill products.

The experimental mill consists of two sets of rolls, a double automatic sifter and boxes for collecting the mill products. One set of rolls is corrugated, and the rolls are used for breaking up the grain; the other pair, which are used for the reduction of the middlings, are quite smooth. The two sets of rolls are fixed on one stand and driven by the same belt, but otherwise they are as distinct as two small mills, each set being provided with a separate lever for adjustment. This arrangement makes the installation very neat and compact, so that the mill can be set up in quite a small space. The grain and tailings are fed very evenly on to the rolls, at any desired rate, by means of a vibrating feed arrangement set above each pair of rolls.

ROTATING SIFTER AND SIEVES.

Underneath the rolls is the rotating sifter, which is divided into two parts by a vertical partition down the middle. The half directly beneath the corrugated rolls contains six sieves of various sizes for separating the bran, coarse middlings, fine middlings, and break flour. There are also six sieves in the other half of the sifter, which divide the product obtained from the reductions on the smooth rolls into shorts, feed flour, and flour. These various products are collected in separate boxes underneath the sifter.

When using this mill it was found that comparatively large quantities of the mill products were held up in the sifter, and in consequence of this it was necessary to stop the machinery and brush the sieves and trays a number of times during each milling. This resulted in great loss of time, besides making the separation of the products, with any degree of certainty, a matter of much difficulty.

REMODELLING OF SIFTER.

Since the question of comparative yields was of great importance in work of this character, it was necessary to have certain alterations made by an expert millwright. After remodelling the interior of the sifter, it was found that the objectionable features above described were almost completely eliminated, so that it was now possible to obtain comparative results regarding the yield of flour from any sample of wheat. At the same time some minor improvements were made in the equipment, all of which have increased the efficiency and effectiveness of the mill.

It is, of course, impossible, under ordinary working conditions, to obtain flour from such a small mill as this absolutely free from bran particles and dust. In the same way the yield of flour obtained from a sample of wheat is different from that obtained from the same wheat in a large mill. But although the colour of the flour is not so good and the yield is not absolute, yet, since all the samples are milled in the same way, the results obtained are quite comparative.

BAKING APPARATUS.

The baking outfit comprises a fermentation chest, electrically heated, lined with asbestos, and so arranged that the temperature can be maintained fairly constant at 32° centigrade. The electric oven, manufactured by The Despatch Manufacturing Company, of Minneapolis, Minn., is particularly designed for experimental baking, and a uniform temperature up to 450° Fahrenheit may be readily maintained in this oven.

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The laboratory is also equipped with the ordinary apparatus necessary for general analytical work, such as is to be found in every chemical laboratory. This includes a special hood, fitted with electric fan for nitrogen determinations, an electric still for obtaining distilled water, a vacuum pump, an electric muffle furnace for ash determinations, etc. Gas, electric current, hot and cold water are all available throughout the laboratory.

It is also proposed to equip the laboratory with certain special apparatus for the detailed study of the effects of moisture and temperature on grain, whereby the nature and extent of the changes which take place in grain containing various amounts of moisture can be carefully followed, and the effects of temperature and other factors studied.

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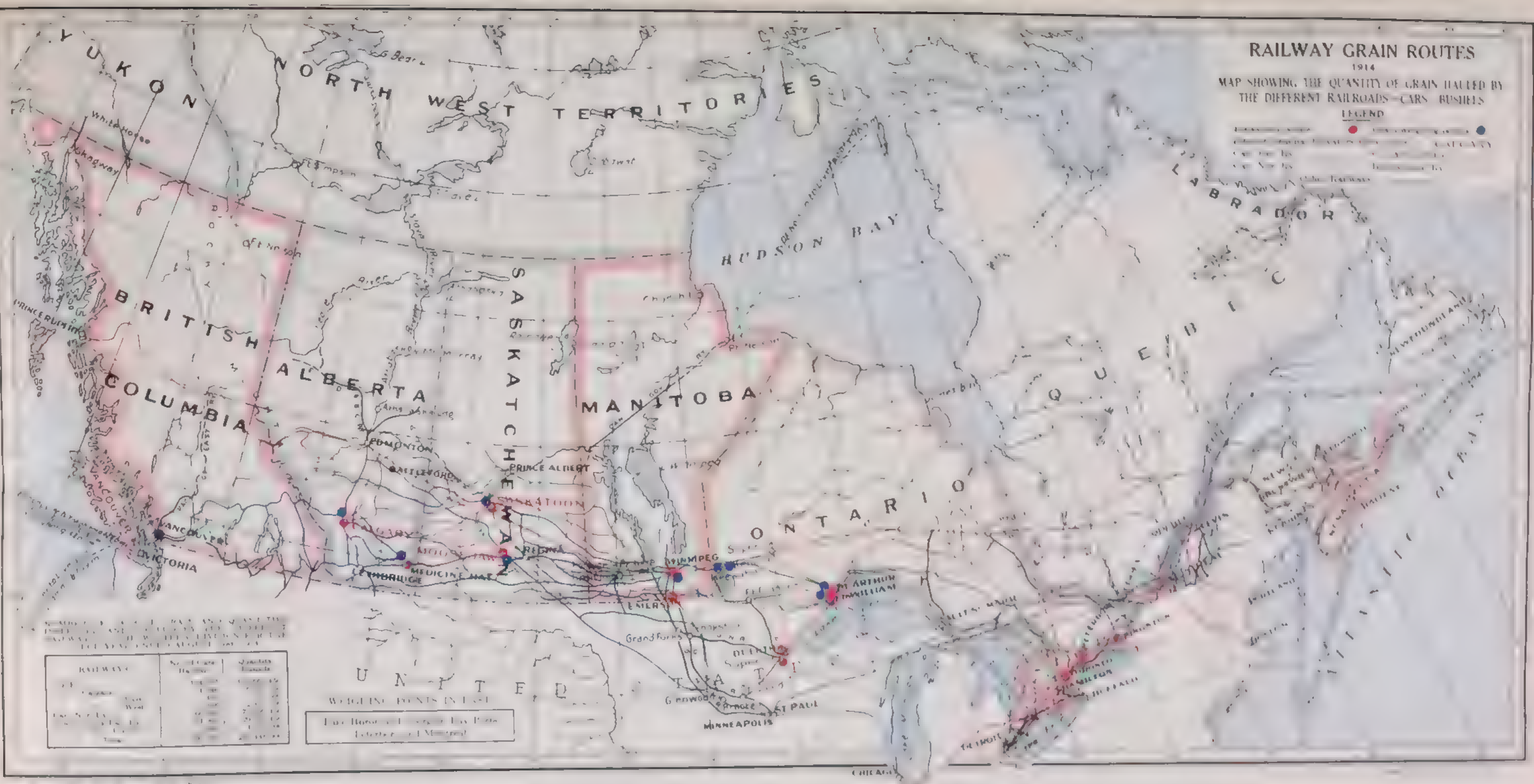
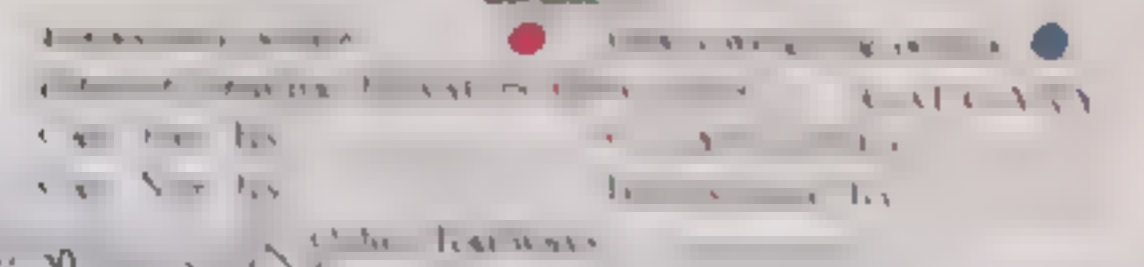
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RAILWAY GRAIN ROUTES

1914

MAP SHOWING THE QUANTITY OF GRAIN HAULED BY THE DIFFERENT RAILROADS—CARS—BUSHEL

LEGEND



NOTES: 1. GRAIN AND QUANTITY OF GRAIN HAULED BY THE DIFFERENT RAILROADS IN THE YEAR 1914. 2. THE QUANTITY OF GRAIN HAULED BY THE DIFFERENT RAILROADS IN THE YEAR 1914 IS GIVEN IN BUSHEL.

RAILWAYS	No. of Cars Hauled	Quantity of Grain Hauled in Bushels
1. Canadian Pacific	1,000,000	1,000,000,000
2. Great Northern	500,000	500,000,000
3. Northern Railway	200,000	200,000,000
4. Winnipeg & Manitoba	100,000	100,000,000
5. St. Paul & Northern Pacific	50,000	50,000,000
6. Chicago & North Western	25,000	25,000,000
7. Milwaukee & St. Paul	10,000	10,000,000
8. Duluth & St. Paul	5,000	5,000,000
9. St. Louis & Chicago	2,500	2,500,000
10. Chicago & Rock Island	1,250	1,250,000
11. Rock Island & Chicago	625	625,000
12. Rock Island & St. Louis	312	312,500
13. St. Louis & Rock Island	156	156,250
14. St. Paul & Chicago	78	78,125
15. Chicago & St. Paul	39	39,062
16. St. Paul & Chicago	19	19,531
17. Chicago & St. Paul	9	9,766
18. St. Paul & Chicago	4	4,883
19. Chicago & St. Paul	2	2,441
20. St. Paul & Chicago	1	1,220

WEIGHTING POINTS IN CASE OF GRAIN HAULED BY THE DIFFERENT RAILROADS IN THE YEAR 1914 IS GIVEN IN BUSHEL.



